FEDERAL REGISTER

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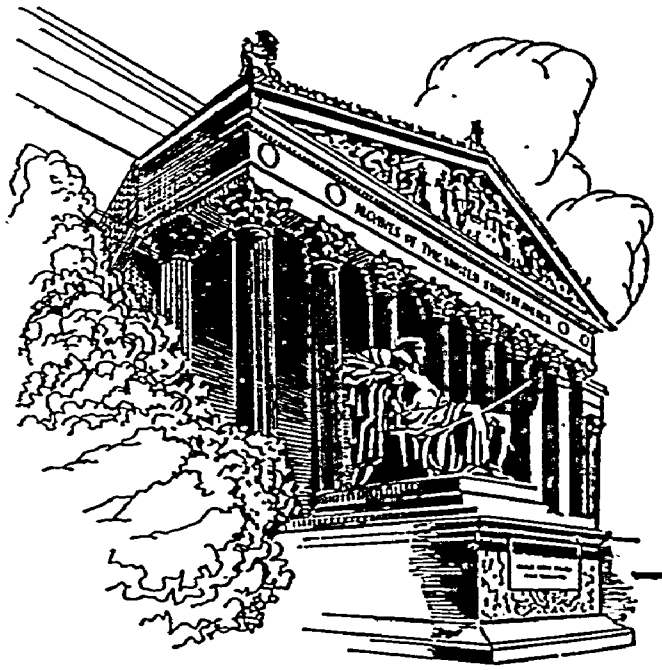

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PART 213—EXCEPTED SERVICE

Department of the Navy

Section 213.3108 of Schedule A is amended to reflect the change in name from Military Sea Transportation Service to Military Sealift Command. Effective on publication in the FEDERAL REGISTER (2–3–71), paragraph (d) under § 213.3108 is amended as set out below.

§ 213.3108 Department of the Navy.

* * * * *

(d) *Military Sealift Command.* (1) All positions on vessels operated by the Military Sealift Command.

* * * * *

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954–58 Comp., p. 218)

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

[FR Doc.71–1455 Filed 2–2–71;8:50 am]

PART 213—EXCEPTED SERVICE

Temporary Boards and Commissions

Section 213.3199 is amended to show that until January 31, 1972, positions in grade GS–15 and below on the staff of the Presidential Foreign Assistance Task Force are excepted under Schedule A. Effective on publication in the FEDERAL REGISTER (2–3–71), paragraph (j) is added to § 213.3199 as set out below.

§ 213.3199 Temporary boards and commissions.

* * * * *

(j) *Presidential Foreign Assistance Task Force.* (1) Until January 31, 1972, positions in grade GS–15 and below on the staff of the Presidential Foreign Assistance Task Force.

(5 U.S.C. 3301, 3302, E.O. 10577; 3 CFR 1954–58 Comp., p. 218)

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

[FR Doc.71–1456 Filed 2–2–71;8:50 am]

PART 213—EXCEPTED SERVICE

Department of the Army

Section 213.3307 is amended to show that the position of one Labor Liaison Advisor to the Director of Civil Defense is excepted under Schedule C. Effective on publication in the FEDERAL REGISTER (2–3–71), subparagraph (7) is added to paragraph (a) of § 213.3307 as set out below.

§ 213.3307 Department of the Army.

(a) *Office of the Secretary.* * * *

(7) One Labor Liaison Advisor to the Director of Civil Defense.

* * * * *

(5 U.S.C. 3301, 3302; E.O. 10577; 3 CFR 1954–58 Comp., p. 218)

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

[FR Doc.71–1454 Filed 2–2–71;8:50 am]

Title 7—AGRICULTURE

Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 41—STANDARD CONTAINERS

Deletion of Regulations

On October 22, 1968, Public Law 90–628 repealed the Standard Container Acts. Sections 41.4 through 41.22 are deleted from Title 7, Part 41, of the Code of Federal Regulations. The authority for these regulations has expired.

This notice shall be effective upon publication in the FEDERAL REGISTER (2–3–71).

Done at Washington, D.C., this 29th day of January 1971.

G. R. GRANGE,
Deputy Administrator, Marketing Services.

[FR Doc.71–1491 Filed 2–2–71;8:53 am]

Chapter III—Agricultural Research Service, Department of Agriculture

PART 301—DOMESTIC QUARANTINE NOTICES

Subpart—Gypsy Moth and Brown-Tail Moth

EXEMPTIONS

Under authority of § 301.45–2 of the Gypsy Moth and Brown-Tail Moth Quarantine regulations (7 CFR 301.45–2, as amended), a supplemental regulation exempting certain articles from specified requirements of the regulations, 7 CFR 301.45–2b, is hereby issued as set forth below. The Director of the Plant Protection Division has found that facts exists as to the pest risk involved in the movement of such articles which make it safe to relieve the requirements as provided therein.

§ 301.45–2b Exempted articles.

The following regulated articles are exempt[1] from the certification and permit requirements of this subpart if they meet the applicable conditions prescribed in paragraphs (a) through (g) of this section and have not been exposed to infestation after cleaning or other handling as prescribed in said paragraphs:

(a) Trees and shrubs, and parts of such trees and shrubs, if grown in a greenhouse throughout the year and so labeled on the outside of each container.

(b) Boughs, cuttings, and scions with stems no greater than one-half inch in diameter.

(c) Parts of trees and shrubs that have been dried, pressed, waxed, lacquered, varnished, or similarly surface treated.

(d) Lumber, if dressed or sawed four sides with ends clipped and free of surface bark; or if kiln dried: *Provided,* That such lumber is shipped directly after processing and the waybill or other shipping document is marked to show that the lumber was shipped immediately after processing.

(e) Wood products which have been manufactured, such as shingles, flooring, furniture, handles, etc.

(f) Shavings, sawdust, wood flour, excelsior, and cedar bedding, if not exposed to infestation in storage.

(g) Stone and quarry products, if processed by grinding or pulverizing.

(Secs. 8 and 9, 37 Stat. 318, as amended, sec. 106, 71 Stat. 33; 7 U.S.C. 161, 162, 150ee; 29 F.R. 16210, as amended; 7 CFR 301.45–2)

This list of exempted articles shall become effective upon publication in the FEDERAL REGISTER (2–3–71) when it shall supersede the list of exempted articles, § 301.45–2b, which became effective November 23, 1968.

The principal purpose of this document is to delete from the list of exempted articles stone and quarry products if handled in accordance with a compliance agreement and shipped directly from establishments approved by the Director. It has been determined by the Director that exempting stone and quarry products moving from specifically approved establishments should no longer be allowed and that attachment of certificates or permits is necessary for the orderly movement of such products. Accordingly, PPD 640, which lists specifically approved establishments eligible to ship stone and quarry products without certification or permit, is hereby canceled.

[1] The articles hereby exempted remain subject to applicable restrictions under other quarantines.

This document imposes restrictions that are necessary in order to prevent the interstate spread of the gypsy moth and should be made effective promptly to accomplish its purpose in the public interest. Accordingly, it is found upon good cause under the administrative procedure provisions of 5 U.S.C. 553, that further notice and other public procedure with respect to this revision are impracticable and contrary to the public interest, and good cause is found for making it effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Hyattsville, Md., this 29th day of January 1971.

D. R. SHEPHERD,
Director,
Plant Protection Division.

[FR Doc.71-1490 Filed 2-2-71;8:53 am]

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

[Navel Orange Reg. 222, Amdt. 1]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907, 35 F.R. 16359), regulating the handling of Navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of Navel oranges grown in Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b) (1) (i) and (ii) of § 907.522 (Navel Orange Reg. 222, Amdt. 1) are hereby amended to read as follows:

§ 907.522 Navel Orange Regulation 222.

* * * * *

(b) *Order.* (1) * * *

(i) District 1: 814,000 cartons;

(ii) District 2: 286,000 cartons.

* * * * *

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

Dated: January 28, 1971.

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

[FR Doc.71-1426 Filed 2-2-71;8:49 am]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Miscellaneous Amendments

Notice was published in the FEDERAL REGISTER issue of January 1, 1971 (36 F.R. 22), that the Department was giving consideration to proposed amendments of the respective rules and regulations (Subpart—Rules and Regulations; §§ 907.100–907.142 and §§ 908.100–908.142; 35 F.R. 457), currently in effect pursuant to the applicable provisions of the marketing agreements, as amended, and Order Nos. 907 and 908, as amended (7 CFR Parts 907 and 908; 35 F.R. 16625, 16359), regulating, respectively the handling of Navel oranges and Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). The amendments were proposed by the Navel Orange Administrative Committee and the Valencia Orange Administrative Committee, established pursuant to the amended marketing agreements and orders as the agencies to administer, respectively, the terms and provisions thereof. No written data, views, or arguments were filed with respect to said proposals during the period specified therefor in the notice.

After consideration of all relevant matters presented, including that in the notice, it is hereby found that amendment, as hereinafter set forth, of the respective rules and regulations is in accordance with the applicable marketing agreements and orders and will tend to effectuate the declared policy of the act and contribute to more effective operations under said marketing agreements and orders. Therefore, said rules and regulations are hereby amended as follows:

§§ 907.102, 908.102 [Amended]

1. Sections 907.102 (a) (3) *Nomination procedure* and 908.102 (a) (3) *Nomination procedure* are amended by deleting the word "seven" in the first sentence of each subparagraph and inserting in lieu thereof the word "five."

2. Section 908.108 *Prorate bases and allotments* is amended by revising the second sentence of paragraph (a), deleting paragraph (b), and redesignating paragraphs (c), (d), and (e) as (b), (c), and (d), respectively, to read as follows:

§ 908.108 Prorate bases and allotments.

(a) *Application to be filed.* * * * Such application shall contain the information required pursuant to § 908.53 (b) and a certification to the U.S. Department of Agriculture and the Valencia Orange Administrative Committee by the handler that the information in the application is true and that he has control, for all purposes relating to this part, of the oranges described in the application. * * *

(b) *Change in control of oranges occasioned by transfer of real property.* In the event a change in control of oranges is occasioned by a bona fide transfer of the ownership of the real property on which such oranges were produced, the person gaining the control shall request the committee to make the adjustment prescribed in § 908.53(c). Such request shall set forth the names of the parties to the transfer, and be accompanied by a legal description of the real property transferred, the name of the county, the book, page number and date showing that such transfer has been duly recorded. The request shall also set forth the name of the person losing control of the oranges. Upon determination by the committee that the change in control of the oranges has been occasioned by such transfer, the quantity of oranges available for current shipment of the person gaining such control shall be adjusted by adding thereto a quantity of oranges equal to the quantity deducted from the oranges available for current shipment of the person losing control of such oranges. Such quantity shall be added during the same periods in which the deductions are effected in accordance with the provisions of paragraph (c) of this section.

(c) *Loss of control of oranges.* If a person loses control of oranges and has handled a quantity thereof less than the quantity that could have been handled under allotments issued thereon, the quantity of oranges available for current shipment by such person shall be adjusted by deducting therefrom a quantity of oranges equivalent to the quantity upon which allotments were issued, but which were not utilized thereon. The quantity so determined shall be deducted during a period of 4 consecutive weeks in all prorate districts (or during the remainder of the applicable marketing season for the respective prorate district if it is of shorter duration than the designated period): *Provided,* That, insofar as practicable, such deduction for any weekly period shall not exceed the amount which would decrease by one-half the allotment, other than short-life allotment, that otherwise would be issued to such person for such weekly period in the absence of such deduction, and, if necessary to effect this requirement, the applicable period specified in

this section for making such deductions may be extended.

(d) *Adjustment of prorate bases.* (1) The prorate bases of handlers shall be adjusted to correct errors, omissions, or inaccuracies, as provided in this part, during a period of 4 consecutive weeks in all prorate districts (or during the remainder of the applicable marketing season for the respective prorate district if it is of shorter duration than the designated period): *Provided,* That insofar as practicable, such deduction for any weekly period shall not exceed the amount which would decrease by one-half the allotment, other than short-life allotment, that otherwise would be issued to such person for such weekly period in the absence of such deduction, and, if necessary to effect this requirement, the applicable period specified in this section for making such deductions may be extended.

(2) When a handler has moved all of the oranges under his control in a particular district and has received allotment sufficient to repay all loans of allotments received by him under the provisions of § 908.57, such handler shall receive no further allotment for such oranges unless, during the same marketing season, he subsequently gains control of oranges, in the same district, which he desires to handle and promptly submits a report thereon to the committee in accordance with § 908.53(d).

3. Section 908.111 *Allotment loans* is amended by redesignating paragraph (b) (4), (5), and (6), as paragraph (b) (5), (6), and (7), respectively, revising the second sentence of paragraph (a) (1), and adding a new paragraph (b) (4) to read, respectively, as follows:

§ 908.111 Allotment loans.

(a) * * *

(1) *Payback date.* * * * Each loan agreement entered into between handlers in the same district to whom short-life allotments have been issued shall provide for the repayment of the loan during the time the borrowing short-life handler will be issued allotment.

* * * * *

(b) * * *

(4) In arranging loans for handlers to whom short-life allotments have been issued, the committee shall offer such loans first, to other handlers within the same district to whom short-life allotments have been issued; second, to handlers within the same districts to whom general maturity allotments have been issued; and third, to handlers in other districts to whom allotments have been issued. All such loans to handlers to whom general maturity allotments have been issued shall provide for a payback date within the scheduled shipping period of the lending short-life handler.

(5) Loan offers and requests received by the committee prior to 12 m. Monday shall be applied first to the arrangement of loans between handlers within the same prorate district in accordance with the following provisions:

(i) If requests from handlers, in a prorate district, for general maturity allotment exceed the quantity offered by handlers in that district, the quantity offered shall be apportioned to each borrowing handler so that the amount he receives bears the same ratio to the total amount received by all borrowing handlers as the amount of his tree crop bears to the total tree crop of all borrowing handlers. If the quantity of general maturity allotment offered in any prorate district exceeds the quantity requested in that district, the same proportion of each offering handler's allotment shall be loaned; and any surplus general maturity allotment from such prorate district shall be apportioned, as aforesaid, to fill requests from borrowing handlers in all other prorate districts.

(ii) If requests from handlers, in a prorate district, for short-life allotment exceed the quantity offered by handlers in that district, the quantity offered shall be equitably apportioned to each borrowing handler so that the amount he receives bears the same ratio to the total amount received by all borrowing handlers as his tree crop bears to the total tree crop of all borrowing handlers. If the quantity of short-life allotment offered in a prorate district exceeds the quantity requested in that district, the same proportion of each lending handler's allotment shall be loaned.

(iii) Such loan offers and requests may be modified or withdrawn any time prior to 12 m. Monday, after which time the committee shall arrange allotment loans on the basis of the offers and requests, including modifications thereof, then pending without further action by the handlers involved. Loan offers and requests not fully utilized in such allotment loan arrangements may be modified or withdrawn.

(6) Offers to loan allotment received by the committee at, or subsequent to, 12 m. Monday shall be applied first to the arrangement of loans to handlers within the same prorate district whose requests were received prior to such time, but had not been completely filled. Any remaining allotment shall then be applied to the arrangement of loans to handlers within that district to fill any requests as thereafter received. Allotment loan offers received from handlers in a prorate district at, or subsequent to, 12 m. Monday and for which there are no requests by handlers in that district, may be applied by the committee to the arrangement of loans to fill requests from handlers in other prorate districts. If the total allotment offered for loan in the same prorate district exceeds total requests in such district, the same proportion of each lending handler's allotment shall be loaned. If the quantity of allotment requested by handlers in a prorate district exceeds the quantity offered, the quantity each borrowing handler receives shall bear the same ratio to the total amount received by all borrowing handlers as his tree crop bears to the total tree crop of all borrowing handlers.

(i) Offers to loan, and request to borrow, allotment received at, or subsequent to, 12 m. Monday may be modified or withdrawn: *Provided,* That allotment loan arrangements with respect to such offered allotment have not been completed by the committee.

(7) Offers to loan, and requests for, allotment may be made in person, by telephone, or telegram, or in writing. Immediately after completing arrangements for a loan, the committee shall confirm the terms thereof by mailing VOAC Form 6 Confirmation of Allotment Loan to the handlers involved.

* * * * *

4. A new paragraph (c) is added to § 908.113 *Early maturity allotments* to read as follows:

§ 908.113 Early maturity allotments.

* * * * *

(c) Whenever the total amount of early maturity allotment the committee determines should be granted to handlers within a prorate district equals or is larger than the total amount applied for in such district, the full amount applied for in each application shall be granted. Whenever the total amount applied for exceeds the total amount of early maturity allotment the committee deems should be granted in the same proportion as the handler's tree crop bears to the total tree crop of requesting handlers in that district, but not in excess of the amount requested, and any allotment then remaining shall be granted in successive increments, as necessary, to handlers filing requests, in proportion to the tree crop controlled by each, but not in excess of the amount requested.

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

Dated, January 28, 1971, to become effective March 5, 1971.

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

[FR Doc.71-1427 Filed 2-2-71;8:49 am]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

[Docket No. 71-503]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f), § 76.2 (e), (f), and (g) of the regulations relating to hog cholera and related swine diseases (9 CFR 76.2 (e), (f), and (g),

as amended) are reissued, as follows, without change in order to incorporate all amendments in one document for the convenience of affected persons:

§ 76.2 Notice relating to existence of hog cholera; prohibition of movement of any hog cholera virus, exceptions; spread of disease through raw garbage; regulations; quarantines; eradication States; and free States.

* * * * * *

(e) *Notice of quarantine.* Notice is hereby given that because of the existence of hog cholera in the States of Alabama, Arizona, Florida, Minnesota, Mississippi, Missouri, New Hampshire, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, and Texas, and the nature and extent of outbreaks of this disease, the following areas are quarantined because of said disease:

(1) *Alabama.* (i) That portion of Covington County bounded by a line beginning at the junction of the Covington-Crenshaw-Coffee County lines; thence, following the Covington-Coffee County line in a southerly direction to U.S. Highway 84; thence, following U.S. Highway 84 in a southwesterly direction to Secondary Road 11; thence, following Secondary Road 11 in a southwesterly direction to Secondary Road 77; thence, following Secondary Road 77 in a northeasterly direction to the Mt. Gilead-Five Points Road; thence, following the Mount Gilead-Five Points Road in a northeasterly direction to Primary Road 43; thence, following Primary Road 43 in a northeasterly directon to the Covington-Crenshaw County line; thence, following the Covington-Crenshaw County line in a generally southeasterly direction to its junction with the Coffee County line.

(ii) That portion of Dallas County bounded by a line beginning at the junction of U.S. Highway 80 and the Alabama River; thence, following U.S. Highway 80 in a southeasterly direction to State Highway 41; thence, following State Highway 41 in a generally southwesterly direction to Cedar Creek; thence, following the north bank of Cedar Creek in a generally northwesterly direction to the Alabama River; thence, following the east bank of the Alabama River in a generally northeasterly direction to its junction with U.S. Highway 80.

(2) *Arizona.* That portion of Maricopa County bounded by a line beginning at the junction of Yuma Road and Perryville Road; thence, following Perryville Road in a southerly direction to its junction with Baseline Road and the Gila and Salt River Base Line; thence, following the Gila and Salt River Base Line in an easterly direction to the southeastern corner of sec. 31, of T. 1 N., R. 1 W.; thence, following the eastern boundaries of secs. 31, 30, and 19, of T. 1 N., R. 1 W. in a northerly direction to Reams Road; thence, following Reams Road in a northerly direction to Yuma Road; thence, following Yuma Road in a westerly direction to its junction with Perryville Road.

(3) *Florida.* That portion of Escambia County bounded by a line beginning at the junction of U.S. Highway 29, State Highway 95 and State Highway 10, U.S. Highway 90A; thence, following U.S. Highway 29, State Highway 95 in a northwesterly direction to State Highway 196; thence, following State Highway 196 in a westerly direction to State Highway 99; thence, following State Highway 99 in a northwesterly direction to the Perdido River; thence, following the east bank of the Perdido River in a generally southerly direction to State Highway 10, U.S. Highway 90A; thence, following State Highway 10, U.S. Highway 90A in a northeasterly direction to its junction with U.S. Highway 29, State Highway 95.

(4) *Minnesota.* The adjoining portions of Renville, Sibley, and Nicollet Counties bounded by a line beginning at the junction of State Highway 19 and State Highway 4; thence, following State Highway 4 in a southerly direction to the north bank of the Minnesota River; thence, following the north bank of the Minnesota River in a southeasterly direction to County Road 24; thence, following County Road 24 in a northerly direction to U.S. Highway 14; thence, following U.S. Highway 14 in a northwesterly direction to County Road 12; thence, following County Road 12 in a generally northwesterly direction to County Road 1; thence, following County Road 1 in a westerly direction to State Highway 15; thence, following State Highway 15 in a northerly direction to State Highway 19; thence, following State Highway 19 in a westerly direction to its junction with State Highway 4.

(5) *Mississippi.* That portion of Forrest County bounded by a line beginning at the junction of U.S. Highway 11 and the southern city limits of Hattiesburg; thence, following the southern city limits of Hattiesburg in an easterly direction to the Mississippi Central Railroad; thence, following the Mississippi Central Railroad in a southeasterly direction to Old Highway 24; thence, following Old Highway 24 in a westerly direction to the Hess Pipeline; thence, following the Hess Pipeline in a southwesterly direction to the Mississippi Power Co. line; thence, following the Mississippi Power Co. line in a northwesterly direction to U.S. Highway 11; thence, following U.S. Highway 11 in a northeasterly direction to the southern city limits of Hattiesburg.

(6) *Missouri.* (i) That portion of Lafayette County bounded by a line beginning at the junction of State Highways O and FF; thence, following State Highway FF in a westerly direction to State Highway 131; thence, following State Highway 131 in a northerly direction to U.S. Highway 24; thence, following U.S. Highway 24 in a northeasterly direction to County Home Road; thence, following County Home Road in an easterly direction to State Highway O; thence, following State Highway O in a southerly direction to its junction with State Highway FF.

(ii) The adjacent portions of Lafayette and Johnson Counties bounded by a line beginning at the junction of State Highway U and State Highway 13 in Lafayette County; thence, following State Highway 13 in a southerly direction to State Highway H; thence, following State Highway H in a generally northwesterly direction to State Highway U; thence, following State Highway U in an easterly direction to its junction with State Highway 13 in Lafayette County.

(7) *New Hampshire.* That portion of Hillsboro County comprised of New Ispwich town.

(8) *North Carolina.* (i) That portion of Gates, Chowan, and Perquimans Counties bounded by a line beginning at the junction of State Highways 37 and 32; thence, following State Highways 37, 32 in a southeasterly direction to Secondary Road 1303; thence, following Secondary Road 1303 in a generally southerly direction to Secondary Road 1305; thence, following Secondary Road 1305 in a southeasterly direction to Secondary Road 1200; thence, following Secondary Road 1200 in a northerly direction to Secondary Road 1213; thence, following Secondary Road 1213 in an easterly direction to Secondary Road 1214; thence, following Secondary Road 1214 in a southeasterly direction to Secondary Road 1001; thence, following Secondary Road 1001 in a northerly direction to Secondary Road 1204; thence, following Secondary Road 1204 in a northwesterly direction to Secondary Road 1413; thence, following Secondary Road 1413 in a northerly and then southwesterly direction to State Highway 32; thence, following State Highway 32 in a southwesterly direction to its junction with State Highway 37 in Gates County.

(ii) That portion of Pitt County beginning at the junction of the Tar River and the Pitt-Beaufort County line; thence, following the south bank of the Tar River in a westerly direction to the Chicod Creek; thence, following the south bank of the Chicod Creek in a generally westerly direction to U.S. Highway 264; thence, following U.S. Highway 264 in a westerly direction to County Road 1759; thence, following County Road 1759 in a southwesterly direction to County Road 1700; thence, following County Road 1700 in a southwesterly direction to County Road 1774; thence, following County Road 1774 in a southeasterly direction to County Road 1772; thence, following County Road 1772 in a northeasterly direction to County Road 1785; thence, following County Road 1785 in a southeasterly direction to County Road 1786; thence, following County Road 1786 in a southeasterly direction to County Road 1800; thence, following County Road 1800 in a northeasterly direction to the Pitt-Beaufort County line; thence, following the Pitt-Beaufort County line in a generally northeasterly direction to its junction with the Tar River.

(9) *Ohio.* That portion of Clinton County bounded by a line beginning at the junction of State Highway 22, 3 and State Highway 73; thence, following State Highway 73 in a southeasterly direction to the Clinton-Highland County line; thence, following the Clinton-Highland County line in a northeasterly direction to State Highway 72; thence,

following State Highway 72 in a northwesterly direction to State Highway 22, 3; thence, following State Highway 22, 3 in a southwesterly direction to its junction with State Highway 73.

(10) *Rhode Island.* Providence County.

(11) *South Carolina.* That portion of Horry County bounded by a line beginning at the junction of State Highway 905 and State Highway 9; thence, following State Highway 9 in a southeasterly direction to the Waccamaw Creek; thence, following the west bank of the Waccamaw Creek in a southwesterly and then northwesterly direction to State Highway 31; thence, following State Highway 31 in a northerly direction to State Highway 905; thence, following State Highway 905 in a generally northeasterly direction to its junction with State Highway 9.

(12) *Tennessee.* That portion of Stewart County bounded by a line beginning at the junction of U.S. Highway 79 and State Highway 49; thence, following State Highway 49 in a southeasterly direction to Secondary Road 6113; thence, following Secondary Road 6113 in a southerly and then southwesterly direction to the Taylor Chapel Road; thence, following the Taylor Chapel Road in a generally northerly direction to U.S. Highway 79; thence, following U.S. Highway 79 in a northeasterly direction to its junction with State Highway 49.

(13) *Texas.* (i) Tarrant County.

(ii) The adjacent portions of Bosque and McLennan Counties bounded by a line beginning at the junction of State Highway 6 and Farm-to-Market Road 219; thence, following Farm-to-Market Road 219 in a northeasterly direction to Farm-to-Market Road 708; thence, following Farm-to-Market Road 708 in a generally southeasterly direction to Farm-to-Market Road 56; thence, following Farm-to-Market Road 56 in a northeasterly direction to Farm-to-Market Road 2114; thence, following Farm-to-Market Road 2114 in a generally southeasterly direction to the Brazos River; thence, following the west bank of the Brazos River in a generally southerly direction to the Bosque-McLennan County line; thence following the Bosque-McLennan County line in a southwesterly direction to Farm-to-Market Road 2490; thence, following Farm-to-Market Road 2490 in a southeasterly direction to Farm-to-Market Road 1637; thence, following Farm-to-Market Road 1637 in a northwesterly direction to Farm-to-Market Road 185; thence, following Farm-to-Market Road 185 in a generally southwesterly direction to the McLennan-Coryell County line; thence, following the McLennan-Coryell County line in a northwesterly direction to the Bosque-Coryell County line; thence, following the Bosque-Coryell County line in a northwesterly direction to Farm-to-Market Road 217; thence, following Farm-to-Market Road 217 in a northeasterly direction to Farm-to-Market Road 2602; thence, following Farm-to-Market Road 2602 in a generally northeasterly direction to State Highway 6; thence, following State Highway 6 in a northwesterly direction to its junction with Farm-to-Market Road 219.

(iii) That portion of Callahan County bounded by a line beginning at the junction of the Callahan-Taylor County line and Interstate Highway 20 (also U.S. Highway 80); thence, following Interstate Highway 20 (also U.S. Highway 80) in a southeasterly direction to U.S. Highway 283; thence, following U.S. Highway 283 in a southwesterly direction to the Callahan-Coleman County line; thence, following the Callahan-Coleman County line in a westerly direction to the Callahan-Taylor County line; thence, following the Callahan-Taylor County line in a northerly direction to its junction with Interstate Highway 20 (also U.S. Highway 80).

(iv) That portion of Comanche County bounded by a line beginning at the junction of State Highway 16 and the Comanche-Mills County line; thence, following State Highway 16 in a northeasterly direction to Farm-to-Market Road 1476; thence, following Farm-to-Market Road 1476 in a generally northeasterly direction to U.S. Highways 67, 377; thence, following U.S. Highways 67, 377 in a southwesterly direction to Farm-to-Market Road 2861; thence, following Farm-to-Market Road 2861 in a northeasterly and then westerly direction to State Highway 16; thence, following State Highway 16 in a northeasterly direction to Farm-to-Market Road 2318; thence, following Farm-to-Market Road 2318 in a northwesterly and then northeasterly direction to Farm-to-Market Road 587; thence, following Farm-to-Market Road 587 in a westerly direction to the Comanche-Eastland County line; thence, following the Comanche-Eastland County line in a southwesterly direction to the Comanche-Brown County line; thence, following the Comanche-Brown County line in a southeasterly direction to the Comanche-Mills County line; thence, following the Comanche-Mills County line in a southeasterly direction to its junction with State Highway 16.

(v) That portion of Denton County bounded by a line beginning at the junction of the Denton-Collin County line and Farm-to-Market Road 720; thence, following Farm-to-Market Road 720 in a generally northwesterly direction to State Highway 24 (also U.S. Highway 377); thence, following State Highway 24 (also U.S. Highway 377) in a generally southwesterly direction to the Denton-Tarrant County line; thence, following the Denton-Tarrant County line in an easterly direction to the Denton-Dallas County line; thence, following the Denton-Dallas County line in a continuing easterly direction to the Denton-Collin County line; thence following the Denton-Collin County line in a northerly direction to its junction with Farm-to-Market Road 720.

(vi) That portion of Eastland County bounded by a line beginning at the junction of the Eastland-Stephens County line and State Highway 6; thence, following State Highway 6 in a southeasterly direction to Farm-to-Market Road 1027; thence, following Farm-to-Market Road 1027 in a southwesterly direction to Farm-to-Market Road 587; thence, following Farm-to-Market Road 587 in a northwesterly direction to State Highway 36; thence, following State Highway 36 in a westerly direction to Farm-to-Market Road 569; thence following Farm-to-Market Road 569 in a northwesterly direction to State Highway 206; thence, following State Highway 206 in a northeasterly direction to Farm-to-Market Road 2526; thence, following Farm-to-Market Road 2526 in a westerly direction to Farm-to-Market Road 569; thence, following Farm-to-Market Road 569 in a northerly direction to Farm-to-Market Road 1864; thence, following Farm-to-Market Road 1864 in a southwesterly direction to the Eastland-Callahan County line; thence, following the Eastland-Callahan County line in a northerly direction to the Eastland-Shackelford County line; thence, following the Eastland-Shackelford County line in an easterly direction to the Eastland-Stephens County line; thence, following the Eastland-Stephens County line in an easterly direction to its junction with State Highway 6.

(vii) That portion of El Paso County bounded by a line beginning at the junction of Interstate Highway 10 and the O. T. Smith Road; thence, following Interstate Highway 10 in a southeasterly direction to the El Paso-Hudspeth County line; thence following the El Paso-Hudspeth County line in a southwesterly direction to the Rio Grande River; thence, following the north bank of the Rio Grande River in a northwesterly direction to Farm-to-Market Road 1109; thence, following Farm-to-Market Road 1109 in a generally northeasterly direction to U.S. Highway 80; thence, following U.S. Highway 80 in a southeasterly direction to the O. T. Smith Road; thence, following the O. T. Smith Road in a northeasterly direction to its junction with Interstate Highway 10.

(viii) That portion of Ellis County bounded by a line beginning at the junction of the Ellis-Dallas County line and Interstate Highway 35E; thence, following Interstate Highway 35E in a southeasterly direction to U.S. Highway 287; thence, following U.S. Highway 287 in a northwesterly direction to Farm-to-Market Road 875; thence, following Farm-to-Market Road 875 in a generally southwesterly direction to Farm-to-Market Road 157; thence, following Farm-to-Market Road 157 in a northwesterly direction to the Ellis-Johnson County line; thence, following the Ellis-Johnson County line in a northerly direction to the Ellis-Tarrant County line; thence, following the Ellis-Tarrant County line in an easterly direction to the Ellis-Dallas County line; thence, following the Ellis-Dallas County line in an easterly direction to its junction with Interstate Highway 35E.

(ix) That portion of Erath County bounded by a line beginning at the junction of State Highway 108 and Farm-to-Market Road 219; thence, following State

Highway 108 in a southeasterly direction to Farm-to-Market Road 3025; thence, following Farm-to-Market Road 3025 in a northeasterly direction to Bethel Road; thence, following Bethel Road in a generally easterly direction to U.S. Highway 281; thence, following U.S. Highway 281 in a northeasterly direction to Farm-to-Market Road 1189; thence, following Farm-to-Market Road 1189 in a northeasterly direction to Farm-to-Market Road 1188; thence, following Farm-to-Market Road 1188 in a southeasterly direction to U.S. Highway 377; thence, following U.S. Highway 377 in a southeasterly direction to Farm-to-Market Road 3106; thence, following Farm-to-Market Road 3106 in a southwesterly direction to Farm-to-Market Road 2157; thence, following Farm-to-Market Road 2157 in a southwesterly direction to the Cedar Point Cut Off Road; thence, following the Cedar Point Cut Off Road in a southeasterly and then southwesterly direction to U.S. Highway 67; thence, following U.S. Highway 67 in a southeasterly direction to Farm-to-Market Road 913; thence, following Farm-to-Market Road 913 in a southwesterly direction to U.S. Highway 281; thence, following U.S. Highway 281 in a southeasterly direction to State Highway 6; thence, following State Highway 6 in a northwesterly direction to Farm-to-Market Road 219; thence, following Farm-to-Market Road 219 in a generally northeasterly direction to its junction with State Highway 108.

(x) The adjacent portions of Erath and Comanche Counties bounded by a line beginning at the junction of U.S. Highways 67, 377 and Farm-to-Market Road 219; thence, following Farm-to-Market Road 219 in a southeasterly direction to the Erath-Hamilton County line; thence, following the Erath-Hamilton County line in a southwesterly direction to the Comanche-Hamilton County line; thence, following the Comanche-Hamilton County line in a southeasterly and then southwesterly direction to State Highway 36; thence, following State Highway 36 in a northwesterly direction to Farm-to-Market Road 1702; thence, following Farm-to-Market Road 1702 in a northerly direction to Farm-to-Market Road 591; thence, following Farm-to-Market Road 591 in a northwesterly direction to Farm-to-Market Road 1476; thence, following Farm-to-Market Road 1476 in a generally northerly direction to U.S. Highways 67, 377; thence, following U.S. Highways 67, 377 in a northeasterly direction to its junction with Farm-to-Market Road 219.

(xi) That portion of Bolivar Peninsula in Galveston County lying southwest of Gilchrist Bridge on State Highway 87.

(xii) That portion of Grayson County bounded by a line beginning at the junction of U.S. Highway 75 and U.S. Highway 69; thence, following U.S. Highway 69 in a southeasterly direction to the Denison-Antioch Road; thence, following the Denison-Antioch Road in a southwesterly, then easterly and then southwesterly direction to U.S. Highway 82; thence, following U.S. Highway 82 in a generally westerly direction to U.S. Highway 75; thence, following U.S. Highway 75 in a generally northeasterly direction to its junction with U.S. Highway 69.

(xiii) The adjacent portions of Harris, Liberty and Montgomery Counties bounded by a line beginning at the junction of U.S. Highway 59 and Texas Highway 321; thence, following Texas Highway 321 in a southeasterly direction to Farm-to-Market Road 1960; thence, following Farm-to-Market Road 1960 in a generally southwesterly direction to U.S. Highway 59; thence, following U.S. Highway 59 in a northeasterly direction to its junction with Texas Highway 321.

(xiv) The adjacent portions of Hill and McLennan Counties bounded by a line beginning at the junction of U.S. Highway 77 and the Hill-Ellis County line; thence, following U.S. Highway 77 in a generally southwesterly direction to State Highway 171; thence, following State Highway 171 in a generally southeasterly direction to Farm-to-Market Road 1242; thence, following Farm-to-Market Road 1242 in a generally southwesterly direction to U.S. Highways 35, 81, 77; thence, following U.S. Highways 35, 81, 77 in a northwesterly direction to Farm-to-Market Road 1304; thence, following Farm-to-Market Road 1304 in a southwesterly direction to Farm-to-Market Road 933; thence, following Farm-to-Market Road 933 in a generally southwesterly direction to Farm-to-Market Road 308; thence, following Farm-to-Market Road 308 in a generally northeasterly direction to the Hill-Ellis County line; thence, following the Hill-Ellis County line in a southwesterly direction and then a northwesterly direction to its junction with U.S. Highway 77.

(xv) That portion of McLennan County bounded by a line beginning at the junction of the McLennan-Limestone County line and U.S. Highway 84; thence, following U.S. Highway 84 in a generally southwesterly direction to U.S. Highway 77; thence, following U.S. Highway 77 in a generally southeasterly direction to the McLennan-Falls County line; thence, following the McLennan-Falls County line in a northeasterly direction to the McLennan-Limestone County line; thence, following the McLennan-Limestone County line in a northwesterly direction to its junction with U.S. Highway 84.

(xvi) That portion of Smith County bounded by a line beginning at the junction of Farm-to-Market Road 16 and Farm-to-Market Road 849 in the town of Lindale; thence, following Farm-to-Market Road 16 in a generally easterly direction to Farm-to-Market Road 2015; thence, following Farm-to-Market Road 2015 in a southwesterly direction to Interstate Highway 20; thence, following Interstate Highway 20 in a southeasterly direction to U.S. Highway 271; thence, following U.S. Highway 271 in a southwesterly direction to Farm-to-Market Road 2908; thence, following Farm-to-Market Road 2908 in a generally southwesterly direction to State Highway 31; thence, following State Highway 31 in a southwesterly direction to State Highway 64; thence, following State Highway 64 in a northwesterly direction to Farm-to-Market Road 724; thence, following Farm-to-Market Road 724 in a northwesterly direction to State Highway 110; thence, following State Highway 110 in a southeasterly direction to Farm-to-Market Road 849; thence, following Farm-to-Market Road 849 in a northeasterly direction to its junction with Farm-to-Market Road 16 in the town of Lindale.

(xvii) That portion of Stephens County bounded by a line beginning at the junction of U.S. Highway 183 (also State Highway 6) and U.S. Highway 180 (also State Highway 67); thence, following U.S. Highway 180 (also State Highway 67) in an easterly direction to the division of U.S. Highway 180 and State Highway 67; thence, following State Highway 67 in a northeasterly direction to Farm-to-Market Road 717; thence, following Farm-to-Market Road 717 in a generally southeasterly direction to Farm-to-Market Road 207; thence, following Farm-to-Market Road 207 in a westerly, then northwesterly direction to Farm-to-Market Road 576; thence, following Farm-to-Market Road 576 in a westerly direction to U.S. Highway 183 (also State Highway 6); thence, following U.S. Highway 183 (also State Highway 6) in a northerly direction to its junction with U.S. Highway 180 (also State Highway 67).

(xviii) That portion of Tom Green County bounded by a line beginning at the junction of U.S. Highway 67 and U.S. Highway 87; thence, following U.S. Highway 87 in a northwesterly direction to Mount Nebo Road; thence, following Mount Nebo Road in a northwesterly direction to the Tom Green-Coke County line; thence, following the Tom Green-Coke County line in an easterly direction to the Tom Green-Runnels County line; thence, following the Tom Green-Runnels County line in a southerly direction to U.S. Highway 67; thence, following U.S. Highway 67 in a southwesterly direction to its junction with U.S. Highway 87.

(xix) That portion of Upton County bounded by a line beginning at the junction of the Upton-Crane County line and Farm-to-Market Road 870; thence, following Farm-to-Market Road 870 in a northeasterly and then southeasterly direction to U.S. Highway 67; thence, following U.S. Highway 67 in a southwesterly direction to State Highway 349; thence, following State Highway 349 in a southwesterly direction to the Upton-Crockett County line; thence, following the Upton-Crockett County line in a westerly direction to the Upton-Crane County line; thence, following the Upton-Crane County line in a northerly direction to its junction with Farm-to-Market Road 870.

(xx) The adjacent portions of Wise and Parker Counties bounded by a line beginning at the junction of Farm-to-Market Road 51 and U.S. Highways 81, 287; thence, following U.S. Highways 81, 287 in a southeasterly direction to Farm-to-Market Road 730; thence, following

Farm-to-Market Road 730 in a southeasterly direction to the junction of the Wise-Parker-Tarrant County lines; thence, following the Parker-Tarrant County line in a southerly direction to State Highway 199; thence, following State Highway 199 in a northwesterly direction to Farm-to-Market Road 1707; thence, following Farm-to-Market Road 1707 in a southwesterly direction to U.S. Highways 80, 180; thence, following U.S. Highways 80, 180 in a westerly direction to Farm-to-Market Road 51; thence, following Farm-to-Market Road 51 in a northerly direction to Farm-to-Market Road 920; thence, following Farm-to-Market Road 920 in a northwesterly direction to Farm-to-Market Road 1885; thence, following Farm-to-Market Road 1885 in a generally northwesterly direction to the Parker-Palo Pinto County line; thence, following the Parker-Palo Pinto County line in a northerly direction to the Parker-Jack County line; thence, following the Parker-Jack County line in an easterly direction to the Parker-Wise County line; thence, following the Parker-Wise County line in an easterly direction to Farm-to-Market Road 51; thence, following Farm-to-Market Road 51 in a northeasterly direction to its junction with U.S. Highways 81, 287.

(f) Notice is hereby given that there is no clinical evidence that the virus of hog cholera exists in swine in the following States, that systematic procedures are in effect to detect and eradicate the disease should it appear within any of such States, and that such States are designated as hog cholera eradication States:

California.	Maryland.
Connecticut.	New Mexico.
Delaware.	Oklahoma.
Georgia.	West Virginia.
Iowa.	

(g) Notice is hereby given that a period of more than 1 year has passed since there has been clinical evidence that the virus of hog cholera exists in the following States, that more than 1 year has passed since systematic procedures were placed in effect to exclude the virus of hog cholera and to detect and eradicate the disease should it appear within any of such States, and that the virus of hog cholera has been eradicated from such States and such States are designated as hog cholera free States:

Alaska.	South Dakota.
Idaho.	Utah.
Michigan.	Vermont.
Montana.	Washington.
Nevada.	Wisconsin.
North Dakota.	Wyoming.
Oregon.	

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

Effective date. The foregoing shall become effective upon issuance.

The provisions above include without change the texts of § 76.2 (e), (f), and (g), as amended, which continue in effect. This is done in order to incorporate all amendments in one document for the convenience of affected persons. These provisions do not change the rights or duties of any person.

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

Done at Washington, D.C., this 28th day of January 1971.

F. J. MULHERN,
Acting Administrator,
Agricultural Research Service.

[FR Doc.71-1428 Filed 2-2-71;8:49 am]

[Docket No. 71-509]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

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

1. In § 76.2, in paragraph (e) (6) relating to the State of Missouri, subdivision (i) relating to Lafayette County is deleted.

2. In § 76.2, paragraph (f) relating to hog cholera eradication States is amended to read:

(f) Notice is hereby given that there is no clinical evidence that the virus of hog cholera exists in swine in the following States, that systematic procedures are in effect to detect and eradicate the disease should it appear within any of such States, and that such States are designated as hog cholera eradication States:

Arkansas.	Maryland.
Connecticut.	New Jersey.
Delaware.	New Mexico.
Georgia.	New York.
Illinois.	Oklahoma.
Iowa.	Pennsylvania.
Kansas.	

3. In § 76.2, paragraph (g) relating to hog cholera free States is amended to read:

(g) Notice is hereby given that a period of more than 1 year has passed since there has been clinical evidence that the virus of hog cholera exists in the following States, that more than 1 year has passed since systematic procedures were placed in effect to exclude the virus of hog cholera and to detect and eradicate the disease should it appear within any of such States, and that the virus of hog cholera has been eradicated from such States and such States are designated as hog cholera free States:

Alaska.	Oregon.
California.	South Dakota.
Idaho.	Utah.
Kentucky.	Vermont.
Michigan.	Washington.
Montana.	Wisconsin.
Nevada.	Wyoming.
North Dakota.	West Virginia.

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

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

The amendments exclude a portion of Lafayette County, Mo., from the areas quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to the excluded area, but will continue to apply to the quarantined areas described in § 76.2(e). Further, the restrictions pertaining to the interstate movement of swine and swine products from nonquarantined areas contained in said Part 76 will apply to the area excluded from quarantine.

The amendments delete California and West Virginia from the list of hog cholera eradication States in § 76.2(f) and the special provisions pertaining to the interstate movement of swine and swine products from and to such eradication States are no longer applicable to California and West Virginia. The amendments also add the States of Arkansas, Illinois, Kansas, New Jersey, New York, and Pennsylvania, to the list of hog cholera eradication States in § 76.2(f) and the special provisions pertaining to the interstate movement of swine and swine products from and to such eradication States under said Part 76 are applicable to Arkansas, Illinois, Kansas, New Jersey, New York, and Pennsylvania.

The amendments also add California, Kentucky, and West Virginia to the list of hog cholera free States in § 76.2(g) and the special provisions pertaining to the interstate movement of swine and swine products from and to such free States under said Part 76 are applicable to California, Kentucky, and West Virginia.

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

Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable, unnecessary and contrary to the public interest, and good cause is found for

making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 28th day of January 1971.

F. J. MULHERN,
Acting Administrator,
Agricultural Research Service.

[FR Doc.71-1429 Filed 2-2-71;8:49 am]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 70-WE-92]

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

Alteration of Transition Area

On December 18, 1970, a notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 19184) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the San Diego, Calif., transition area.

Interested persons were given 30 days in which to submit written commits, suggestions, or objections. No objections have been received and the proposed amendment is hereby adopted subject to the following change:

Delete FEDERAL REGISTER citation "* * * § 71.181 (35 F.R. 2134) * * *" and substitute "* * * § 71.181 (36 F.R. 2140) * * *" therefor.

Effective date. This amendment shall be effective 0901 G.m.t., April 1, 1971.

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

Issued in Los Angeles, Calif., on January 26, 1971.

LEE E. WARREN,
Acting Director, Western Region.

In § 71.181 (36 F.R. 2140) the description of the San Diego, Calif., transition area is amended by deleting the geographical coordinates "* * * latitude 33°00'00" N., longitude 116°18'00" W., * * *" in the ninth line of the description of the transition area and substituting therefor "* * * latitude 33°18'00" N., longitude 116°10'30" W., thence to latitude 33°00'00" N., longitude 116°15'00" W., * * *"

[FR Doc.71-1461 Filed 2-2-71;8:51 am]

[Airspace Docket No. 70-CE-120]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the transition area at Winner, S. Dak.

U.S. Standard for Terminal Instrument Procedures (TERPS) became effective November 18, 1967, and was issued only after extensive consideration and discussion with Government agencies concerned and affected industry groups. TERPS updates the criteria for the establishment of instrument approach procedures in order to meet the safety requirements of modern day aviation and to make more efficient use of the airspace possible. As a result, the criteria for designation of controlled airspace for the protection of these procedures were modified to conform to TERPS. The new criteria requires minor alteration of the Winner, S. Dak., transition area. Action is taken herein to reflect this change.

Since changes in most, if not all, existing airspace designations are required in order to achieve the increased safety and efficient use of the airspace that TERPS is designed to accomplish and since these changes are minor in nature, notice and public procedure hereon have been determined to be both unnecessary and impracticable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., April 1, 1971, as hereinafter set forth:

In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

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.

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

Issued in Kansas City, Mo., on January 13, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71-1462 Filed 2-2-71;8:51 am]

[Airspace Docket No. 70-CE-121]

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

Alteration of Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the control zone and transition area at Worthington, Minn.

U.S. Standard for Terminal Instrument Procedures (TERPS) became effective November 18, 1967, and was issued only after extensive consideration and discussion with Government agencies concerned and affected industry groups. TERPS updates the criteria for the establishment of instrument approach procedures in order to meet the safety requirements of modern day aviation and to make more efficient use of the airspace possible. As a result, the criteria for designation of controlled airspace for the protection of these procedures were modified to conform to TERPS. The new criteria requires minor alteration of the Worthington, Minn., control zone and transition area. Action is taken herein to reflect these changes.

Since changes in most, if not all, existing airspace designations are required in order to achieve the increased safety and efficient use of the airspace that TERPS is designed to accomplish and since these changes are minor in nature, notice and public procedure hereon have been determined to be both unnecessary and impracticable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., April 1, 1971, as hereinafter set forth:

(1) In § 71.171 (36 F.R. 2055), the following control zone is amended to read:

WORTHINGTON, MINN.

That airspace within a 5-mile radius of Worthington Municipal Airport (latitude 43°39'17" N., longitude 95°35'01" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(2) In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

WORTHINGTON, MINN.

That airspace extending upward from 700 feet above the surface, within an 8-mile radius of the Worthington Municipal Airport (latitude 43°39'17" N., longitude 95°35'01" W.); and that airspace extending upward from 1,200 feet above the surface within 9½ miles west and 4½ miles east of the Worthington VOR 358° radial extending from the VOR to 18½ miles north of the VOR; and within 9½ miles west and 4½ miles east of the Worthington VOR 189° radial extending from the VOR to 18½ miles south of the VOR.

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

Issued in Kansas City, Mo., on January 13, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71-1463 Filed 2-2-71;8:51 am]

[Airspace Docket No. 70-CE-124]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Land O'Lakes, Wis., transition area.

U.S. Standard for Terminal Instrument Procedures (TERPS) became effective November 18, 1967, and was issued only after extensive consideration and discussion with Government agencies concerned and affected industry groups. TERPS updates the criteria for the establishment of instrument approach procedures in order to meet the safety requirements of modern day aviation and to make more efficient use of the airspace possible. As a result, the criteria for designation of controlled airspace for the protection of these procedures were modified to conform to TERPS. The new criteria requires minor alteration of the Land O'Lakes, Wis., transition area. Action is taken herein to reflect this change.

Since changes in most, if not all, existing airspace designations are required in order to achieve the increased safety and efficient use of the airspace that TERPS is designed to accomplish and since these changes are minor in nature, notice and public procedure hereon have been determined to be both unnecessary and impracticable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., April 1, 1971, as hereinafter set forth:

In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

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-mile-radius area to 18½ miles northwest of the airport to 6 miles southeast of the airport.

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

Issued in Kansas City, Mo., on January 21, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71-1464 Filed 2-2-71;8:51 am]

[Airspace Docket No. 70-CE-125]

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

Alteration of Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Yankton, S. Dak., control zone and transition area.

U.S. Standard for Terminal Instrument Procedures (TERPS) became effective November 18, 1967, and was issued only after extensive consideration and discussion with Government agencies concerned and affected industry groups. TERPS updates the criteria for the establishment of instrument approach procedures in order to meet the safety requirements of modern day aviation and to make more efficient use of the airspace possible. As a result, the criteria for designation of controlled airspace for the protection of these procedures were modified to conform to TERPS. The new criteria requires minor alteration of the Yankton, S. Dak., control zone and transition area. Action is taken herein to reflect these changes.

Since changes in most, if not all, existing airspace designations are required in order to achieve the increased safety and efficient use of the airspace that TERPS is designed to accomplish and since these changes are minor in nature, notice and public procedure hereon have been determined to be both unnecessary and impracticable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., April 1, 1971, as hereinafter set forth:

(1) In § 71.171 (36 F.R. 2055), the following control zone is amended to read:

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 Airman's Information Manual.

(2) In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

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°54'45" N., longitude 97°23'15" W.); and within 9½ miles northeast and 4½ miles southwest of the Yankton VOR 321° radial extending from the 9-mile radius to 18½ miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 9½ miles northeast and 4½ miles southwest of the Yankton VOR 135° radial extending from the VOR to 18½ miles southeast of the VOR.

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

Issued in Kansas City, Mo., on January 21, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71-1465 Filed 2-2-71;8:51 am]

[Airspace Docket No.70-SO-93]

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

Designation of Transition Area

On January 9, 1971, F.R. Doc. 71-286 was published in the FEDERAL REGISTER (36 F.R. 319), amending Part 71 of the Federal Aviation Regulations by designating the Oneida, Tenn., transition area.

In the amendment, a transition area extension was predicated on the 221° bearing from Scott RBN. Subsequent to publication of the rule, the final approach bearing was changed to 220°. Since this amendment is minor in nature, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, effective immediately, F.R. Doc. 71-286 is amended as follows: In line six of the Oneida, Tenn., transition area description "* * * 221° * * * *" is deleted and "* * * 220° * * *" is substituted therefor.

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

Issued in East Point, Ga., on January 25, 1971.

JAMES G. ROGERS,
Director, Southern Region.

[FR Doc.71-1466 Filed 2-2-71;8:51 am]

[Airspace Docket No. 70-SW-71]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Clovis, N. Mex., transition area.

On December 18, 1970, a notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 19185) stating the Federal Aviation Administration proposed to alter this transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 1, 1971, as hereinafter set forth.

In § 71.181 (36 F.R. 2140) the Clovis, N. Mex., transition area is amended to read:

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° bearing extending from the 23-mile-radius area to 12 miles south of the NDB.

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

Issued in Forth Worth, Tex., on January 25, 1971.

R. V. REYNOLDS,
Acting Director, Southwest Region.

[FR Doc.71-1467 Filed 2-2-71;8:51 am]

[Airspace Docket No. 70-SW-70]

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

Alteration of Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter controlled airspace in the Farmington, N. Mex., terminal area.

On December 10, 1970, a notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 18746) stating the Federal Aviation Administration proposed to alter the Farmington, N. Mex., control zone and transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 1, 1971, as hereinafter set forth.

(1) In § 71.171 (36 F.R. 2055), the Farmington, N. Mex., control zone is amended to read:

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.

(2) In § 71.181 (36 F.R. 2140), the Farmington, N. Mex., transition area is amended to read:

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.

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

Issued in Fort Worth, Tex., on January 25, 1971.

R. V. REYNOLDS,
Acting Director, Southwest Region.

[FR Doc.71-1468;Filed 2-2-71;8:51 am]

[Airspace Docket No. 70-SW-72]

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

Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate the Taos, N. Mex., transition area.

On December 22, 1970, a notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 19363) stating the Federal Aviation Administration proposed to designate a transition area at Taos, N. Mex.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 1, 1971, as hereinafter set forth.

In § 71.181 (36 F.R. 2140), the following transition area is added:

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 3 miles each side of a 215° bearing from the Taos NDB (lat. 36°27'40" N., long. 105°-40'10" W.) extending from the 6.5-mile-radius area to 8.5 miles southwest of the NDB; and that airspace extending upward from 1,200 feet above the surface beginning at lat. 36°07'00" N., 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 point of beginning.

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

Issued in Fort Worth, Tex., on January 26, 1971.

R. V. REYNOLDS,
Acting Director, Southwest Region.

[FR Doc.71-1469 Filed 2-2-71;8:51 am]

[Airspace Docket No. 71-EA-2]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Area

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to change the using agency of the Lake Erie, Ohio, Restricted Area R-5505. This change was requested by the Department of the Navy.

Since this change is minor in nature and imposes no additional burden upon the public, notice and public procedure thereon are unnecessary, and good cause exists for making it effective on less than 30 days notice.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER (2-3-71), as hereinafter set forth.

In § 73.55 (36 F.R. 2356) the Lake Erie, Ohio, Restricted Area R-5505 is amended by changing the using agency from "Commanding Officer, U.S. Naval Air Facility, Detroit, Mich." to "Commander, Lockbourne AFB, Ohio."

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

Issued in Washington, D.C., on January 27, 1971.

T. MCCORMACK,
Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc.71-1470 Filed 2-2-71;8:51 am]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 8816]

PART 13—PROHIBITED TRADE PRACTICES

AAMCO Automatic Transmissions, Inc., and Robert Morgan

Subpart—Advertising falsely or misleadingly: § 13.70 *Fictitious or misleading guarantees;* § 13.155 *Prices:* 13.155-5 Additional charges unmentioned; 13.155-10 Bait; § 13.160 *Promotional sales plans;* § 13.175 *Quality of product or service;* § 13.225 *Services.* Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception.* Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely:* 13.1108-40 Federal Trade Commission Act. Subpart—Misrepresenting oneself and goods—Goods: § 13.1647 *Guarantees;* § 13.1715 *Quality;* Misrepresenting oneself and goods—Prices: § 13.1778 *Additional costs unmentioned;* § 13.1779 *Bait;* Misrepresenting oneself and goods—Promotional sales plans: § 13.1830 *Promotional sales plans;* Misrepresenting oneself and goods—Services: § 13.1843 *Terms and conditions.* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1882 *Prices.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, AAMCO Automatic Transmissions, Inc., et al., Bridgeport, Pa., Docket 8816, Dec. 17, 1970]

In the Matter of AAMCO Automatic Transmissions, Inc., a Corporation, and Robert Morgan, Individually and as an Officer of Said Corporation

Consent order requiring a major licensor of businesses specializing in the rebuilding, reconditioning, and repairing of automatic transmissions used in automobiles with headquarters in Bridgeport, Pa., to cease misrepresenting other products or services to obtain leads to transmission repair, misrepresenting that all customers receive 1-day service and that customers will receive credit, using the term "overhaul" where service does not include replacement of worn parts, failing to give all terms of a guarantee, failing to furnish customers with an itemized bill of all parts and labor prior to removal of the transmission, furnishing others with deceptive advertising material, failing to disclose respondent's national customer service office telephone number, failing to keep records of all

complaints, and failing to deliver a copy of this order to every present and future licensee.

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

I. *It is ordered,* That these proceedings be, and hereby are, terminated as to respondent Anthony A. Martino.

II. *It is ordered,* That respondents AAMCO Automatic Transmissions, Inc.; a corporation, and its officers and Robert Morgan, individually and as an officer of said corporation, and respondents' agents and employees, directly or through any corporate or other device or through any agent, employee, licensee, or franchisee, in connection with the advertising, offering for sale, sale, repair, servicing or distribution of automobile transmissions or any other automotive component, part or repair, or other services or products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using any advertising, sales plan or procedure involving the use of false, deceptive or misleading statements or representations which are designed to obtain leads or prospects for the sale of products or services other than those offered or advertised.

2. Representing, directly or by implication, that any product or service is offered when such offer is not a bona fide offer to sell said product or service. However, respondents' licensees or franchisees shall not be required to provide a product or service when the licensee or franchisee determines in good faith that such products or service are not applicable to the proper repair of a transmission, or other automotive components.

3. Representing, directly or by implication that all customers will receive 1-day service; misrepresenting, in any manner to any customer, the availability or completion time of any service for the purpose of gaining or retaining custody of the customer's automobile.

4. Misrepresenting that respondents or their licensees or franchisees furnish credit to customers; provided that nothing herein shall be deemed to prohibit respondents or their licensees or franchisees from making truthful and nondeceptive references as to the availability of credit or the arrangements that may be made for credit.

5. Using the term "overhaul" or any other word or words of similar import or meaning to refer to any transmission service which does not include the removal, disassembly, and replacement of all worn parts and the reassembly and reinstallation of the transmission in the vehicle.

6. Misrepresenting, in any manner, the nature or extent of any service or parts necessary to properly repair an automotive component.

7. Representing that any article of merchandise or service is guaranteed unless all of the terms and conditions of the guarantee, the identity of the guarantor and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed.

8. Misrepresenting to a customer that his transmission problem is an internal one necessitating the removal of the transmission from the automobile and its disassembly for diagnosis.

9. Removing and disassembling the customer's transmission for the purpose of misrepresenting that a serious transmission problem has been discovered requiring major repair service.

10. Refusing to disclose to a customer the specific nature of any transmission problem after proper inspection procedures have been completed.

11. Obtaining authorization from any customer to remove, or removing, the transmission or any other part from any customer's automobile without clearly and emphatically informing the customer at the time such authorization is obtained and prior to the removal of said transmission or other part, of the charge which will be made for replacement of the transmission or other part in its former nonrepaired condition in the customer's automobile if the customer refuses to authorize further work thereon, or refusing or failing to replace said transmission or other part in its former nonrepaired condition when requested to do so by the customer for the stated charge or without charge in case none was stated prior to such removal.

12. Failing to provide all customers, at the time of billing, with an itemized list of all parts and labor for which the customer is being charged in connection with the sale, service or repair of an automobile transmission or any other automotive component; and if any such parts were used or reconditioned, a clear disclosure on such list of the fact that such parts were used or reconditioned as the case may be: *Provided,* That when an automobile transmission or other automotive component has been rebuilt in the manner set forth in such trade practice rules or guides for the Rebuilt, Reconditioned and Other Used Automotive Parts Industry as may be in effect, in lieu of such itemized list, a certification may be furnished in writing to the customer that states substantially as follows:

This certifies that the transmission (or other automotive component) has been dismantled, reconditioned or rebuilt as necessary; all external and internal parts cleaned, all defective parts restored or replaced as needed with new, rebuilt or sound used parts and such machining or other procedures performed as necessary to place your transmission (or other automotive component) in sound working condition.

This certification shall be signed by or on behalf of the licensee or franchisee responsible for the sale or installation of the transmission or other automotive component.

13. Failing to, at the time of suggesting to a customer that they repair, recondition or rebuild his transmission or other automotive component, prepare a written quotation sheet describing the costs involved in repairing, reconditioning or rebuilding the customer's transmission or other automotive component. Where alternative services are available, the quotation sheet shall set forth such alternatives. At the time of suggesting to a customer that they repair or rebuild his transmission or other automotive component, they shall orally inform the customer of the information contained in said quotation sheet. The customer, upon his request, shall be entitled to receive a copy of said written quotation sheet. Said written quotation sheet shall be kept available at the transmission shop for a period of not less than 12 months from the date it is prepared. When agreement is reached between a shop and a customer, the shop shall prepare a written work order setting forth the agreed repair or replacement work and the agreed price together with the agreed financing arrangement if it is not a cash transaction. A copy of this work order shall be furnished to the customer at the earliest practicable time, either by placing it in a conspicuous place in or upon his automobile or by delivering it to him in person when he next visits the transmission shop. In addition, the work order shall clearly disclose on its face, the following statement:

You Are Entitled To Receive a Copy of Our Quotation Sheet Which Sets Forth the Cost of the Service or Services Which Were Available to You.

Each shop shall display in a conspicuous place a large sign which states:

Inspection service includes written quotation sheet upon request.

14. Using any deceptive sales scheme or device to induce the sale of the products or services offered by respondents or their licensees or franchisees.

15. Placing in the hands of others advertising materials, sales manuals or any other thing for the purpose of misleading or deceiving prospective customers or customers as to any of the matters or things prohibited by this order.

16. Failing to continue to disclose clearly and conspicuously on invoices furnished by licensees or franchisees to their customers the identification, location and telephone number of respondents' national customer service office.

17. Failing to deliver by ordinary mail a copy of this order to each present and every future licensee or franchisee; and failing to obtain an agreement in writing from each present and every future licensee or franchisee to abide by the terms of this order. *Provided, however,* That as to any licensee or franchisee whose franchise agreement is in effect as of the effective date of this order, respondents' failure to obtain said agreement to abide by the terms of the order shall not be deemed a violation of this provision if, after having made a diligent effort to obtain said agreement from any such licensee or franchisee and such licensee or franchisee having failed or refused to execute such agreement, respondents inform the Commission of the identity of such licensee or franchisee.

18. Failing, after acceptance by the Commission of respondents' initial report of compliance to maintain, and have readily available, records of each and every complaint received by respondents

involving the acts and practices prohibited by this order and which: (1) Describe each and every complaint, including the name and address of the complaining party; (2) set forth the facts uncovered by respondents in connection with the investigation of each such complaint; and (3) state the disposition of each such complaint. Said records shall be maintained and kept readily available for at least 24 months following the month in which said records were created.

It is further ordered, That respondents and respondents' agents and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale, repair, servicing or distribution of automobile transmissions or other automotive components, parts or services, or other products or services, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

Representing, or from providing any advertising or promotional materials to any licensee or franchisee which represent, that automobile transmissions or other automotive components will be inspected, serviced or repaired for any particular price, or that any other service will be provided or product sold, for any particular price unless the particular price represents the price previously and independently determined by the licensees or franchisees participating in the advertising program or named in the advertisement. For the purposes of this paragraph, representations of price include, but are not limited to, representations that minor repairs will be made for $4.50 to $28.80, that inspections will be performed for $23 or that towing or any other service will be provided free of charge. Nothing herein shall be deemed to sanction price fixing.

It is further ordered, That respondents continue to maintain their program of surveillance which is designed and executed to enable respondents to reasonably determine whether any of their licensees or franchisees may be engaged in any of the acts and practices prohibited by the provisions of this order. The acts and practices of an individual licensee or franchisee which violate any provision of this order shall be determined a violation of this order by respondents, if upon having knowledge that such act or practice has occurred, respondents do not take reasonably diligent steps to effect a discontinuance of the act or practice by the licensee or franchisee. For the purpose of this paragraph "knowledge" shall be defined as that which is obtained through respondents' program of surveillance. The receipt of individual complaints shall not, in itself, be deemed to constitute "knowledge" provided that respondents shall promptly institute a specific surveillance investigation of any licensee or franchisee who is the subject of 18 or more customer complaints in any calendar year: *And further provided,* That the foregoing shall not excuse respondents from failure to investigate any complaints which may violate this order and which are discovered in the course of its regular program of surveillance. For the purpose of this paragraph "reasonably diligent steps" shall mean that (1) the licensee or franchisee shall be instructed by registered mail to discontinue the acts or practices which violate this order, with further instructions to reply in writing within 10 days agreeing to discontinue the said acts or practices; (2) failing to receive within 10 days from the licensee or franchisee a written agreement to discontinue said acts or practices, respondents shall send a second letter, registered mail, to the licensee or franchisee with instructions that such licensee or franchisee submit within 10 days a written agreement to discontinue said acts or practices, with a warning that upon failure to do so, the Federal Trade Commission will be notified of such refusal to comply with respondents' instructions; (3) in the event the licensee or franchisee does not agree in writing to discontinue such acts or practices, or if the respondents shall have knowledge (as defined above) that such acts and practices have not been discontinued, the respondents shall notify the Federal Trade Commission in writing, copy to licensee or franchisee, and offer its full facilities to assist the Commission in any action against said licensee or franchisee; (4) for a period of 60 days subsequent to knowledge (as defined above) that a licensee or franchisee had engaged in any of the acts or practices prohibited by the provisions of this order, respondents' surveillance department shall arrange its schedule so as to perform at least one inspection of said licensee or franchisee; and (5) if respondents shall have knowledge (as defined above) that a licensee or franchisee, for the purpose of obtaining a higher price, has knowingly misrepresented the extent of repairs necessary to properly repair customers' transmissions, or who fails to replace parts in customers' transmissions that licensee or franchisee represented as requiring replacement or is listed on customers' repair orders as having been replaced, and if the licensee or franchisee has been previously requested in writing (as covered above) to discontinue these specific acts and practices, the respondents, in addition to notifying the Federal Trade Commission of these facts, shall institute legal action for the purpose of having said licensee or franchisee's Franchise Agreement terminated.

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

It is further ordered, That respondents furnish a copy of this order to each of their operating divisions or departments.

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

Issued: December 17, 1970.

By the Commission.

[SEAL] CHARLES A. TOBIN, *Secretary.*

[FR Doc.71-1397 Filed 2-2-71;8:46 am]

[Docket No. 8796]

PART 13—PROHIBITED TRADE PRACTICES

Hollywood Credit Clothing Co., Inc., and Barry Miller

Subpart—Advertising falsely or misleadingly: § 13.125 *Limited offers or supply;* § 13.155 *Prices:* 13.155–15 Comparative; 13.155–100 Usual as reduced or special, etc.; § 13.260 *Terms and conditions.* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements;* § 13.1905 *Terms and conditions:* 13.1905–50 Sales contract.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Hollywood Credit Clothing Co., Inc., et al., Washington, D.C., Docket 8796, Dec. 31, 1970]

In the Matter of Hollywood Credit Clothing Co., Inc., a Corporation, and Barry Miller, Individually and as an Officer of Said Corporation

Order requiring a Washington, D.C., distributor of clothing, furniture, appliances and other merchandise to cease advertising any merchandise without disclosure of required conditions or obligations, misrepresenting that any article of merchandise is in short supply, that any article is reduced from its former price, that customers are afforded savings, failing to maintain records upon which savings claims are based, failing to furnish customers with copies of executed conditional sales contracts, and failing to comply with certain requirements of Regulation Z of the Truth in Lending Act.

The order to cease and desist, is as follows:

It is ordered, That respondents Hollywood Credit Clothing Co., Inc., a corporation, and its officers, and Barry Miller, individually and as an officer of said corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale or distribution of clothing, furniture, appliances, linenware or other articles of merchandise, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Advertising any merchandise when there are any conditions or obligations imposed or attempted to be imposed, without clearly and conspicuously disclosing such conditions or obligations in the advertisement.

2. Representing, directly or by implication, that any merchandise is available in limited quantity, or that customers should hurry because the merchandise will be sold out or will be unavailable for purchase when an adequate supply is available to respondents to meet reasonably anticipated demands; or misrepresenting in any other manner the quantity or availability of merchandise.

3. Representing, directly or by implication, through the use of terms such as "Our Lowest Price Ever," "special sale price," "savings," or in any other manner, that any price is reduced from respondents' former price; unless, respondents' business records establish and show that such price constitutes a significant reduction from the price at which such merchandise has been sold in substantial quantities or offered for sale in good faith by respondents for a reasonably substantial period of time, in the recent, regular course of their business.

4. (a) Representing, in any manner, that by purchasing any of said merchandise, customers are afforded savings amounting to the difference between respondents' stated price and respondents' former price unless such merchandise has been sold or offered for sale in good faith at the former price by respondents for a reasonably substantial period of time in the recent, regular course of their business.

(b) Representing, in any manner, that by purchasing any of said merchandise, customers are afforded savings amounting to the difference between respondents' stated price and a compared price for said merchandise in respondents' trade area unless a substantial number of the principal retail outlets in the trade area regularly sell said merchandise at the compared price or some higher price.

(c) Representing, in any manner, that by purchasing any of said merchandise, customers are afforded savings amounting to the difference between respondents' stated price and a compared value price for comparable merchandise, unless substantial sales of merchandise of like grade and quality are being made in the trade area at the compared price or a higher price and unless respondents have in good faith conducted a market survey or obtained a similar representative sample of prices in their trade area which establishes the validity of said compared price and it is clearly and conspicuously disclosed that the comparison is with merchandise of like grade and quality.

5. Representing, directly or by implication, that savings are available to purchasers or prospective purchasers of respondents' merchandise unless such is the fact; or misrepresenting, in any manner, the amount of savings available to purchasers or prospective purchasers of respondents' merchandise.

6. Failing to maintain adequate records (a) which disclose the facts upon which any savings claims, including former pricing claims and comparative value claims and similar representations of the type described in paragraphs 3–5 of this order are based, and (b) from which the validity of any savings claims, including former pricing claims and comparative value claims, and similar representations of the type described in paragraphs 3–5 of this order can be determined.

7. Failing or refusing to furnish purchasers of respondents' merchandise with a completed copy of the executed conditional sale contract or any other agreement at the time of execution by the purchaser.

8. Engaging in any consumer credit transaction or disseminating any advertisement within the meaning of Regulation Z of the Truth in Lending Act without making all disclosures that are required by §§ 226.6, 226.7, 226.8, and 226.10 of Regulation Z in the amount, manner, and form specified therein, and

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

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

By "Final Order" further order requiring report of compliance is as follows:

It is further ordered, That Hollywood Credit Clothing Co., Inc., a corporation, and Barry Miller, individually and as an officer of said corporation, shall, within sixty (60) days after service of this order upon them, file with the Commission a report in writing, signed by the respondents named in this order, setting forth in detail the manner and form of their compliance with the order to cease and desist.

Issued: December 31, 1970.

By the Commission.

[SEAL] CHARLES A. TOBIN, *Secretary.*

[FR Doc.71-1398 Filed 2-2-71;8:46 am]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Release No. 34-9048]

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

PART 249—FORMS, SECURITIES EXCHANGE ACT OF 1934

Registration and Reporting and Form for Annual Reports of Employee Stock Purchase Plans

The Securities and Exchange Commission has adopted certain amendments to its general rules and regulations under the Securities Exchange Act of 1934. These amendments to the general rules and regulations are part of the steps being taken to implement the recommendations contained in the Disclosure Policy Study report submitted to the Commission last year. They were published in preliminary draft form for public comment on September 15, 1969, in Securities Exchange Act Release 8680 (34 F.R. 14235). A number of helpful comments have been received and carefully considered in the preparation of the definitive draft of the rules.

A brief description of the changes effected in the general rules and regulations under the Securities Exchange Act is set forth below.

Rule 12b-23 (17 CFR 240.12b-23). This rule as amended incorporates in a single rule, applicable to both registration statements and reports, the previous requirements under sections 12, 13, and 15(d) with respect to incorporation by reference of matter other than exhibits. Incorporation of exhibits by reference is governed by Rule 12b-32 (17 CFR 240.12b-32). In order that the microfiche system for the public dissemination of reports and documents filed with Commission may work, the amended rule requires that copies of information or financial statements incorporated by reference, or copies of the pertinent pages of any document containing such information or statement, be filed with the registration statement or report in which it is so incorporated.

Rule 12b-25 (17 CFR 240.12b-25). Rule 12b-25 provides for an extension of time within which to furnish any required information or document. An application for an extension is deemed to be granted unless it is denied within 15 days after its receipt. The amended rule provides for an extension of 30 days which can be renewed for an additional 30 days in appropriate cases. Thereafter, any further extension will be deemed to be denied unless the Commission enters an order granting it within 15 days after receipt of the request. The amended rule also spells out more explicitly the procedures to be followed in applying for extensions of time.

Rule 12b-34 (17 CFR 240.12b-34). Rule 24(b) of the Commission's rules of practice (17 CFR 201.24(b)) provides for the classification of certain documents as basic documents which may be placed in a special file to form a permanent record of the company to which the documents relate. The new Rule 12b-34 classifies certain documents as basic documents for the purpose of Rule 24(b) of the Commission's rules of practice. In addition, the rule requires companies filing a registration statement under section 12 of the Act to identify the exhibits filed therewith which are classified as basic documents. Companies having securities already so registered are required to identify in their next annual report all documents previously filed which are classified as basic documents. Where such documents have been amended, the rule provides that copes of the amended documents may be filed.

Rule 13a-1 (17 CFR 240.13a-1). This rule requires the filing of annual reports.

It previously provided that such reports were to be filed within 120 days after the end of the fiscal year or such other period as may be specified in the appropriate form. Since various forms provide for different filing periods, this rule has been amended to provide merely that annual reports shall be filed within the period specified in the appropriate report form.

Rules 13a–3 and 13a–4 (17 CFR 240.-13a–3, –4). These rules were special rules relating to incorporation by reference. In view of the provisions for incorporation by reference made in Rule 12b–23, these rules have been rescinded.

Rules 15d–1 and 15d–2 (17 CFR 240.-15d–1, –2). The amendments to the rules under section 15(d) of the Act conform those rules to the amendments to the rules under section 13(a) of the Act.

Form 11–K (17 CFR 249.311). Since the general rules and regulations no longer specify the period within which annual reports must be filed, Form 11–K has been amended to provide that annual reports on that form shall be filed within 90 days after the end of the fiscal year. This is consistent with the corresponding provision of the recently amended Form 10–K (17 CFR 249.310).

Commission action. Parts 240 and 249 of Chapter II of Title 17 of the Code of Federal Regulations have been amended as indicated below:

I. Section 240.12b–23 is amended to read as follows:

§ 240.12b–23 Incorporation by reference.

(a) Information contained in any part of a registration statement or report, other than exhibits, may be incorporated by reference in answer or partial answer to any item of the same statement or report. Information contained in an exhibit may be so incorporated to the extent permitted by § 240.12b–24.

(b) Any information, other than financial statements, contained in any of the following documents may be incorporated by reference in answer or partial answer to any item of a registration statement or report:

(1) A definitive proxy statement filed pursuant to section 14(a) of the Act or a definitive information statement filed pursuant to section 14(c) of the Act;

(2) A report to security holders; or

(3) A prospectus filed pursuant to § 230.424 (b) or (c) of this chapter.

(c) Any financial statement contained in any document referred to in paragraph (b) of this section or filed with the Commission pursuant to any Act administered by the Commission may be incorporated by reference in a registration statement or report if such financial statement substantially meets the requirements of the form on which the statement or report is filed. Financial statements or other financial data required to be given in comparative form for two or more fiscal years or periods shall not be incorporated by reference unless the material incorporated by reference includes the entire period for which the comparative data is required to be given.

(d) Copies of any information or financial statement incorporated by reference pursuant to paragraph (b) or (c) of this section, or copies of the pertinent pages of the document containing such information or statement, shall be submitted with the statement or report and shall be deemed to be filed with the Commission for all purposes of the Act.

(e) Matter incorporated by reference shall be clearly identified in the reference by page, paragraph, caption or otherwise. Where only certain pages of a document are incorporated by reference and filed with the statement or report, the document from which the material is taken shall be clearly identified in the reference. An express statement that the specified matter is incorporated by reference shall be made at the particular place in the statement or report where the information is required. Matter shall not be incorporated by reference in any case where such incorporation would render the statement or report incomplete, unclear or confusing.

II. Section 240.12b–25 is amended to read as follows:

§ 240.12b–25 Extension of time for furnishing information.

NOTE: The disclosures required in reports filed with the Commission are essential to the preservation of free, fair and informed securities markets. It is of critical importance that such reports be filed with the Commission on or before their respective due dates under the Commission's rules. Only the most compelling and unexpected circumstances justify a delay in the filing of a report and the dissemination to the public of the factual information called for therein.

(a) If any required information, document or report, other than an initial registration statement under section 12(g) of the Act, cannot, without unreasonable effort or expense, be furnished at the time it is required to be filed, the registrant shall, prior to such time, file with the Commission, as a separate document, an application (1) identifying the information, document or report in question, (2) stating in detail the specific reasons why the filing thereof at the time required cannot be made without unreasonable effort or expense, (3) requesting an extension of time for filing the information, document or report to a specified date not more than 30 days after the date it would otherwise have to be filed and (4) showing that such extension is consistent with the public interest and the protection of investors.

(b) If the requested extension is necessitated by the inability of any person other than the registrant to furnish any required opinion, information, report or certification (1) the application shall be accompanied by a statement signed by such person stating the specific reasons why such person is unable to furnish the required opinion, information, report or certification within the required time; and (2) the application shall state whether the registrant has published a preliminary release of sales and earnings and mailed an annual report to shareholders containing financial statements certified by independent accountants relating to the registrant's latest fiscal year.

(c) The application shall be deemed granted unless the Commission within 15 days after the receipt thereof shall enter an order denying the application or shall notify the registrant that the application does not meet the requirements of the section.

(d) One additional extension of not more than 30 days may be applied for following the same procedure as for the initial application. An application for any further extension of time shall be deemed to have been denied unless the Commission shall enter an order granting such application within 15 days after its receipt.

(e) If the application, or the extension of time granted, relates only to a portion of the required information, document, or report, the registrant shall file the remaining portion, and the portion filed shall prominently indicate the nature of the omitted portion.

III. Section 240.12b–34 has been adopted and reads as follows:

§ 240.12b–34 Basic documents.

(a) The following documents filed pursuant to section 12, 13 or 15(d) of the Act by any issuer, other than issuers registered under the Public Utility Holding Company Act of 1935 or the Investment Company Act of 1940, are classified as basic documents for the purpose of § 201.24(b) of this chapter.

(1) Articles of incorporation, declarations of trust, articles of association or partnership, or any similar instrument which effects (either with or without filing with any governmental agency) the organization or creation of an incorporated or unincorporated person;

(2) Bylaws or instruments corresponding thereto;

(3) Specimen copies of securities registered pursuant to section 12 of the Act;

(4) Trust indentures, contracts or other documents defining or limiting the rights of the holders of any class of securities so registered;

(5) Voting trust agreements;

(6) Amendments to any of the foregoing; and

(7) Any other documents classified as basic documents by the Commission pursuant to § 201.24(b) of this chapter.

(b) Every registration statement filed pursuant to section 12 of the Act, and every report filed pursuant to section 13 or 15(d) of the Act, after the effective date of this section shall clearly identify the exhibits filed with such statement or report which are classified as basic documents pursuant to paragraph (a) of this section. If any such exhibit is an amendment of a previously filed basic document, the document as amended may be filed and identified as a basic document in lieu of filing and identifying the amendment.

(c) Every issuer which on the effective date of this section is subject to the reporting requirements of section 13 or 15(d) of the Act shall, in its first annual

report filed after such effective date pursuant to either of such sections, identify each document previously filed with the Commission pursuant to the Act or the Securities Act of 1933 which is currently a basic document to the Act or the Securities Act of 1933 which is currently a basic document and shall identify the registration statements and reports in which such documents are contained. If one or more amendments of a basic document have been previously filed, copies of such document as amended may be filed with the report and identified as a basic document in lieu of identifying the registration statements or reports in which the original document and amendments thereto are contained.

IV. Section 240.13a–1 is amended to read as follows:

§ 240.13a–1 Requirement of annual reports.

Every issuer having securities registered pursuant to section 12 of the Act shall file an annual report on the appropriate form authorized or prescribed therefor for each fiscal year after the last full fiscal year for which financial statements were filed in its registration statement. Registrants on Form 8–B, § 249.308b of this chapter, shall file an annual report for each fiscal year beginning on or after the date as of which the succession occurred. Annual reports shall be filed within the period specified in the appropriate report form.

V. Section 240.15d–1 is amended to read as follows:

§ 240.15d–1 Requirement of annual reports.

Every registrant under the Securities Act of 1933 shall file an annual report, on the appropriate form authorized or prescribed therefor, for the fiscal year in which the registration statement under that Act became effective and for each fiscal year thereafter, unless the registrant is exempt from such filing by section 15(d) of the Securities Exchange Act of 1934. Annual reports shall be filed within the period specified in the appropriate report form.

VI. Section 240.15d–2 is amended as follows:

§ 240.15d–2 Special financial report.

(a) If the registration statement under the Securities Act of 1933 did not contain certified financial statements for the registrant's last full fiscal year (or for the life of the registrant if less than a full fiscal year) preceding the fiscal year in which the registration statement became effective, the registrant shall, within 90 days after the effective date of the registration statement, file a special report furnishing certified financial statements for such last full fiscal year or other period, as the case may be, meeting the requirements of the form appropriate for annual reports of the registrant.

* * * * *

§§ 240.15d–3, 240.15d–4 [Rescinded]

VII. Sections 240.15d–3 and 240.14d–4 are rescinded.

§ 249.311 [Amended]

VIII. The general instructions as to the use of Form 11–K (§ 249.311) have been amended.

Copies of Release 34–9048 containing the text of this amendment to Form 11–K have been filed with the Office of the Federal Register, and may be obtained on request from the Securities and Exchange Commission, Washington, D.C. 20549.

The foregoing amendments shall become effective February 4, 1971.

(Secs. 12, 13, 15(d), 23(a); 48 Stat. 892, 894, 895, 901, as amended; 15 U.S.C. 78l, 78m, 78o (d), 78w(a))

By the Commission, January 4, 1971.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[FR Doc.71-1415 Filed 2-2-71;8:48 am]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 71-39]

PERMIT TO UNLADE; SECURITY OF CARGO IN UNLADING AREAS

On June 26, 1970, a notice of proposed rule making to amend the Customs Regulations to prescribe security measures for the protection of cargo in unlading areas was published in the FEDERAL REGISTER (35 F.R. 10463). Interested persons were given the opportunity to submit written comments, suggestions, or objections regarding the proposed regulations. After consideration of all such relevant matters as were presented, certain portions of the proposed amendments are hereby adopted, subject to the following changes:

(1) In § 4.30(l) language is added which requires the carrier to utilize a terminal which has suitable facilities for the transportation and storage of its merchandise as a condition to the granting of a permit to unlade. Also, the term "adequately secured" has been clarified.

(2) In § 4.30(m) the requirement has been added that the list of names, addresses, social security numbers, and dates and places of birth required by the district director be submitted to him in writing. Also the carrier has been given the responsibility of promptly advising the district director when the employment of any such person is terminated. A definition of when a person is deemed to be employed by a carrier has been included.

(3) In §§ 19.3 and 111.28 dealing with bonded warehouse proprietors and their employees and customhouse brokers and their employees, respectively, changes similar to those in § 4.30(m) have been made.

(4) In § 4.38 (c) and (d), direct supervision of delivery by a Customs officer has been made optional.

Minor editorial changes, and conforming changes to reflect changes in the cross-references are also made. The text of the amendments to the Code of Federal Regulations as adopted is set forth below, and shall become effective April 1, 1971.

Other portions of the proposed amendments, concerned with the issuance of identification cards (previously published as §§ 4.30(n), 19.3(e), and 111.28 (c) and (d)) are still under consideration.

[SEAL] EDWIN F. RAINS, *Commissioner of Customs.*

Approved: January 29, 1971.

EUGENE T. ROSSIDES, *Assistant Secretary of the Treasury.*

PART 4—VESSELS IN FOREIGN AND DOMESTIC TRADES

Section 4.30 is amended to add new paragraphs (l) and (m), as follows:

§ 4.30 Permits and special licenses for unlading and lading.

* * * * *

(l) A permit to unlade pursuant to this Part 4 or Part 6 of this chapter shall not be granted unless the district director determines that the applicant provides or the terminal at which the applicant will unlade the cargo provides (1) sufficient space, capable of being locked, sealed, or otherwise secured, for the storage immediately upon unlading of cargo whose weight-to-value ratio renders it susceptible to theft or pilferage and of packages which have been broken prior to or in the course of unlading; and (2) an adequate number of vehicles, capable of being locked, sealed, or otherwise secured, for the transportation of such cargo or packages between the point of unlading and the point of storage. A term permit to unlade shall be revoked if the district director determines subsequent to such issuance that the requirements of this paragraph have not been met.

(m) A permit to unlade pursuant to this Part 4 or Part 6 of this chapter shall not be granted to an importing carrier, and a term permit to unlade previously granted to such a carrier shall be revoked, (1) if such carrier, within 30 days after the date of receipt of a written demand by the district director, does not furnish a written list of the names, addresses, social security numbers, and dates and places of birth of persons it employs in connection with the unlading, storage and delivery of imported merchandise; or (2) if, having furnished such a list, the carrier does not advise the district director in writing of the names, addresses, social security numbers, and dates and places of birth of any new personnel employed in connection with the unlading, storage and delivery of imported merchandise within 10

days after such employment. If the employment of any such person is terminated, the carrier shall promptly advise the district director. For the purposes of this part, a person shall not be deemed to be employed by a carrier if he is an officer or employee of an independent contractor engaged by a carrier to load, unload, transport or otherwise handle cargo.

Section 4.38 is amended to add new paragraphs (c) and (d) as follows:

§ 4.38 Release of cargo.

* * * * *

PICKUP ORDER

	_____ is authorized to pick up the merchandise indicated below
	(Trucker name)
	COD ☐ Bank release ☐ Collect ☐

Broker Name and Authorized Signature (If applicable)

Marks and Numbers	Pcs.	Description of goods	Entry No.	Importing carrier and AWB Number or B/L Number	Signature and date of receiving carrier	Remarks

Delivered quantities verified_____
Customs officer badge No.

_____
Date

The pickup order shall contain a duly authenticated customhouse broker's signature, unless it is presented by a person properly identified as an employee or agent of the ultimate consignee. When delivered quantities are verified by a Customs officer, he shall certify all copies of the pickup order, returning one to the importer or his agent and two to the carrier making delivery.

(d) When the provisions of paragraph (c) of this section are invoked by the district director and verification of delivered quantities by Customs is required, a permit to release merchandise shall be effective as a release from Customs custody at the time that the delivery of the merchandise covered by the pickup order into the physical possession of a subsequent carrier or an importer or the agent of either is completed under the supervision of a Customs officer, and only to the extent of the actual delivery of merchandise described in such pickup order as verified by such Customs officer.

(Secs. 448, 505, 46 Stat. 714, 732; 19 U.S.C. 1448, 1505)

PART 19—CUSTOMS WAREHOUSES AND CONTROL OF MERCHANDISE THEREIN

Section 19.3 is amended to add new paragraphs (d) and (e), as follows:

§ 19.3 Bonded warehouses; alterations; suspensions; discontinuance.

* * * * *

(c) If the district director determines that, in a port or portion of a port, the volume of cargo handled, the incidence of theft or pilferage, or any other factor related to the protection of merchandise in Customs custody requires such measures, he shall require as a condition to the granting of a permit to release imported merchandise that the importer or his agent present to the carrier or his agent a fully executed pickup order in substantially the following format, in triplicate, to obtain delivery of any imported merchandise:

(d) The bonded status of a warehouse may be discontinued if, within 30 days after the date of receipt of a written demand by the district director, the proprietor fails to submit a written list of the names, addresses, social security numbers, and dates and places of birth of all persons employed by him in the carriage, receiving, storage or delivery of imported merchandise; or if, having furnished such a list, the proprietor fails to advise the district director in writing of the names, addresses, social security numbers, and dates places of birth of any new personnel employed by him in the carriage, receiving, storage or delivery of imported merchandise within 10 days after such employment. If the employment of any such person is terminated, the proprietor shall promptly advise the district director. For the purpose of this part, a person shall not be deemed to be employed by a warehouse proprietor if he is an officer or employee of an independent contractor engaged by the warehouse proprietor to load, unload, transport, or otherwise handle imported merchandise.

(e) The district director may at any time serve notice in writing upon any proprietor of a bonded warehouse to show cause why his right to continue the bonded status of his warehouse should not be discontinued for failure to comply with the requirements established in accordance with paragraph (d) of this section. Such notice shall advise him of the allegations and shall afford him the right to respond in writing within 10 days. Thereafter, the district director shall consider the allegations and responses made by the said proprietor unless the proprietor in his response requests a hearing. If a hearing is requested, it shall be held before a hearing officer designated by the Secretary of the Treasury or his designee within 30 days following requests therefor. The proprietor may be represented by counsel at such hearing, and all evidence and testimony of witnesses in such proceedings, including substantiation of the allegations and the responses thereto shall be presented, with the right of cross-examination to both parties. A stenographic record of any such proceeding shall be made and a copy thereof shall be delivered to the proprietor of the warehouse. At the conclusion of such proceeding or review of a written response, the hearing officer or the district director, as the case may be, shall forthwith transmit all papers and the stenographic record of the hearing, if held, to the Commissioner of Customs together with his recommendation for final action. The proprietor may submit in writing additional views or arguments to the Commissioner, following a hearing on the basis of the stenographic record, within 10 days after delivery to him of a copy of such record. The Commissioner shall thereafter render his decision in writing, stating his reasons therefor, with respect to the action proposed by the hearing officer or the district director. Such decision shall be served on the proprietor of the warehouse.

(Secs. 555, 556, 46 Stat. 743; 19 U.S.C. 1555, 1556)

PART 111—CUSTOMHOUSE BROKERS

Section 111.28 is amended to read as follows:

§ 111.28 Responsible supervision.

(a) *General rule.* Every licensed broker operating as a sole proprietor and every licensed member of a partnership and every licensed officer of an association or corporation which is licensed as a broker shall exercise responsible supervision and control over the transaction of the Customs business of such sole proprietorship, partnership, association, or corporation.

(b) *List of employees.* Within 30 days after the date of receipt of a written demand by the district director, a licensed customhouse broker shall submit a list of the names, addresses, social security numbers, and dates and places of birth of persons currently employed. Having furnished such a list, each licensed customhouse broker shall, within 10 days after the employment of any new personnel, advise the district director of the names, addresses, social security numbers, and dates and places of birth of any such employees. If the employment of any such person is terminated, the customhouse broker shall promptly advise the district director.

[FR Doc.71-1477 Filed 2-2-71;8:53 am]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

PART 135g—TOLERANCES FOR RESIDUES OF NEW ANIMAL DRUGS IN FOOD

Certain Food Additive Regulations; Correction

In F.R. Doc. 70-13187 appearing at page 15372 of the FEDERAL REGISTER of October 2, 1970, § 135g.26(a) is corrected by adding to the end of the sentence "or in any food yielded by or derived from the living animal."

Dated: January 26, 1971.

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

[FR Doc.71-1390 Filed 2-2-71;8:45 am]

Title 29—LABOR

Subtitle A—Office of the Secretary of Labor

PART 4—LABOR STANDARDS FOR FEDERAL SERVICE CONTRACTS

Exemption From Service Contract Act of Certain Mail Contracts of Owner-Operators

On pages 18923 and 18924 of the FEDERAL REGISTER of December 12, 1970, there was published a notice of a proposed amendment to § 4.6 of Title 29, Code of Federal Regulations, which exempts from the Service Contract Act of 1965 certain mail contracts to be entered into with owner-operators. Interested persons were given 30 days in which to submit in writing data, views, or arguments relative to the proposal.

No objections have been received and the proposed amendment is hereby adopted without change and is set forth below.

As this amendment relieves a restriction, it shall be effective upon publication in the FEDERAL REGISTER (2-3-71).

Signed at Washington, D.C., this 29th day of January 1971.

ROBERT D. MORAN,
Administrator of Workplace Standards.

In § 4.6 of Title 29, Code of Federal Regulations, paragraph (m) is amended as follows:

§ 4.6 Labor standards clauses for Federal service contracts exceeding $2500.

* * * * *

(m) * * *

(9) Any of the following contracts exempted from all provisions of the Service Contract Act of 1965, pursuant to section 4(b) of the Act, which exemptions the Secretary of Labor hereby finds necessary and proper in the public interest or to avoid serious impairment of the conduct of Government business:

(i) Contracts entered into by the United States with common carriers for the carriage of mail by rail, air (except air star routes), bus, and ocean vessel, where such carriage is performed on regularly scheduled runs of the trains, airplanes, buses, and vessels over regularly established routes and accounts for an insubstantial portion of the revenue therefrom;

(ii) Any contract entered into by the U.S. Postal Service with an individual owner-operator for mail service where it is not contemplated at the time the contract is made that such owner-operator will hire any service employee to perform the services under the contract except for short periods of vacation time or for unexpected contingencies or emergency situations such as illness or accident.

* * * * *

(Sec. 4(b), 79 Stat. 1035, 41 U.S.C. 353, 5 U.S.C. 301)

[FR Doc.71-1451 Filed 2-2-71;8:50 am]

PART 50—NEIGHBORHOOD YOUTH CORPS PROJECTS

Project Standards for New Out-of-School Agreements

Pursuant to authority contained in section 602 of the Economic Opportunity Act of 1964, as amended (78 Stat. 528, 79 Stat. 973, 80 Stat. 1451, 81 Stat. 672, 83 Stat. 827, 42 U.S.C. 2701 et seq.), the delegation of authorities to the Secretary of Labor by the Director of the Office of Economic Opportunity (33 F.R. 15139), and Secretary's Order No. 14-69 (34 F.R. 6502), Part 50 of Subtitle A of Title 29 of the Code of Federal Regulations is hereby amended to read as set forth below.

The provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 553) requiring notice and public procedure are not applicable since these regulations involve only matters that relate to public benefits. Further, I do not believe that such procedure would in any event serve a useful purpose here. The amendments shall become effective 30 days after publication in the FEDERAL REGISTER.

1. In § 50.22, subparagraph (2) of paragraph (h) is amended to read as follows:

§ 50.22 Standards for projects.

* * * * *

(h) * * *

(2) New enrollments are limited to youths 16 and 17 years of age who have left full-time attendance in grade school or high school prior to graduation, and who are defined as disadvantaged persons: *Provided, however,* The Project Director may allow up to 10 percent of new enrollments to be youths who are 18 and 19 years of age. Otherwise eligible persons may be enrolled in a project on an Indian reservation, or in a project where the majority of the enrollees are Indians, at any age from 16 through 21, without restriction as to age ratios. Persons may be enrolled who are employed at the time of enrollment and may remain employed during enrollment if they are employed part-time or at a skill level substantially less than they are capable of before training in NYC. No person may remain enrolled for more than 24 months, or after his 22d birthday, whichever occurs first.

* * * * *

(78 Stat. 528; 42 U.S.C. 2942)

Signed at Washington, D.C., this 29th day of January 1971.

M. R. LOVELL, Jr.,
Assistant Secretary for Manpower.

[FR Doc.71-1453 Filed 2-2-71;8:50 am]

PART 70—EXAMINATION AND COPYING OF LABOR DEPARTMENT DOCUMENTS

Disclosure of Evaluation Reports

Pursuant to authority in 5 U.S.C. 301, 552, 559, and in Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp., p. 1004), Part 70 of Title 29 of the Code of Federal Regulations is amended by revising § 70.3 to read as set out below.

As the change made by this document relates solely to an interpretative rule or a general statement of policy, neither notice of proposed rule making and public participation therein, nor delay in effective date is required by 5 U.S.C. 553. I do not believe such participation or such delay would serve a useful purpose here. This amendment shall, therefore, be effective upon publication in the FEDERAL REGISTER (2-3-71).

Section 70.3, as revised on January 26, 1970 (35 F.R. 1289), is further revised to read as follows:

§ 70.3 Disclosure policy; exemptions.

(a) Except with respect to matters specifically required by Executive order to be kept secret in the interest of national defense or foreign policy and with respect to matters specifically required by statute to be kept secret, the officer authorized to disclose documents, as provided in § 70.4(b), shall make available for inspection and copying:

(1) Within 45 days after receipt thereof, any document, or part thereof, containing a final evaluation, by an independent contractor, of any external program or activity carried out by the Department of Labor; and

(2) Any other document, if he determines that such disclosure furthers the public interest and does not impede the discharge of any of the functions of the Labor Department.

(b) Except as provided in paragraph (a) or (c) of this section, the officer authorized to disclose a document, as provided in § 70.4(b), may decline to disclose matters that are: (1) Specifically required by Executive order to be kept secret in the interest of national defense or foreign policy; (2) related solely to the internal personnel rules and practices of any administration, bureau, or office of the Department of Labor; (3)

specifically exempted from disclosure by statute; (4) trade secrets and commercial or financial information obtained from any person and privileged or confidential; (5) interagency or intra-agency memoranda or letters; (6) personnel and medical files and similar files the disclosure of which would constitute a clearly unwarranted invasion of personal privacy; or (7) investigatory files compiled for law enforcement purposes.

(c) Documents relating to Federal Employees' Compensation Act claims may be made available for inspection as provided in 20 CFR 1.22, and for copying as provided in § 70.6.

(5 U.S.C. 301, 552, 559. Reorganization Plan No. 6 of 1950, 3 CFR 1949–53 Comp., p. 1004)

Signed at Washington, D.C., this 28th day of January 1971.

J. D. HODGSON,
Secretary of Labor.

[FR Doc.71-1452 Filed 2-2-71;8:50 am]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 9—Atomic Energy Commission

PART 9-1—GENERAL

Subpart 9-1.11—Qualified Products

PART 9-9—PATENTS AND COPYRIGHTS

Subpart 9-9.51—Copyrights

MISCELLANEOUS AMENDMENTS

1. In § 9-1.1101, *Procurement of qualified products,* paragraph (a) is revised to read as follows:

§ 9-1.1101 Procurement of qualified products.

(a) This subpart prescribes policies and procedures for the procurement of qualified products established by the Government. These procedures are applicable to AEC direct procurement. Contracting officers may authorize their use by cost-type contractors.

* * * * *

2. In § 9-1.1150, *Distribution of qualified products lists,* the text is revised to read as follows:

§ 9-1.1150 Distribution of qualified products lists.

Qualified products lists are distributed by GSA directly to Headquarters and field offices. These lists shall be redistributed by contracting officers to those persons authorized to use them, including responsible procurement personnel of cost-type contractors. AEC contracting officers shall maintain records of distribution of the lists. Extra copies may be obtained through the Division of Contracts.

3. In § 9-9.5106, *Copyrights in motion pictures,* paragraph (a) of the Copyrights article is revised to read as follows:

§ 9-9.5106 Copyrights in motion pictures.

* * * * *

COPYRIGHTS

(a) The Contractor agrees that all material forming the subject matter of this contract and first produced in the performance of this contract shall be the sole property of the Government, and may not be published or reproduced, in whole or in part, or in any manner or form, other than by the Government or with its express consent. The contractor further agrees that no right at common law or in equity shall be asserted and no claim to copyright by statute shall be established by the contractor in any material first produced in the performance of this contract.

* * * * *

(Sec. 161, Atomic Energy Act of 1954, as amended, 68 Stat. 948 U.S.C. 2201; sec. 205, Federal Property and Administrative Services Act of 1949, as amended, 63 Stat. 390, 40 U.S.C. 486)

Effective date. These amendments are effective upon publication in the FEDERAL REGISTER (2-3-71).

Dated at Germantown, Md., this 26th day of January 1971.

For the U.S. Atomic Energy Commission.

ROBERT A. KOHLER,
Acting Director,
Division of Contracts.

[FR Doc.71-1385 Filed 2-2-71;8:45 am]

Title 43—PUBLIC LANDS: INTERIOR

Chapter II—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 4994]

[New Mexico 11643]

NEW MEXICO

Withdrawal for National Forest Recreation Areas, Roadside Zones, and Radio and Electronic Site

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described national forest lands are hereby withdrawn from appropriation under the mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, in aid of programs of the Department of Agriculture:

NEW MEXICO PRINCIPAL MERIDIAN

SANTA FE NATIONAL FOREST

Nacimiento Road Roadside Zone

A strip of land 300 feet on each side of surveyed centerline of said road through the following legal subdivisions:

T. 21 N., R. 1 E.,
Sec. 28, NW¼SW¼NW¼, NE¼SW¼SW¼NW¼, SE¼SW¼NW¼, NW¼NE¼SW¼, S½NE¼SW¼, N½SW¼SE¼, SE¼SW¼SE¼, SW¼SW¼NW¼SE¼;
Sec. 33, W½E½NE¼, NE¼NE¼NW¼NE¼.

Clear Creek Recreation Area Addition

T. 21 N., R. 1 E.,
Sec. 33, SE¼;
Sec. 34, W½SW¼SW¼.

Puerco Mesa Polco Road Roadside Zone

A strip of land 300 feet on each side of surveyed centerline of said road through the following legal subdivisions:

T. 20 N., R. 1 E.,
Sec. 12, S½SE¼.
T. 20 N., R. 2 E.,
Sec. 3, lots 3, 4, E½SW¼NW¼, SW¼SW¼NW¼;
Sec. 4, E½NE¼SE¼, SW¼SE¼, W½SE¼SE¼, W½NE¼SE¼SE¼, NW¼SE¼SE¼SE¼, W½NE¼SE¼SE¼, NW¼SE¼SE¼SE¼;
Sec. 7, lot 4, SW¼NE¼SW¼, W½SE¼NE¼SW¼, NE¼NW¼SE¼SW¼, W½NW¼SE¼SW¼, NW¼NW¼NW¼SE¼;
Sec. 8, SW¼NE¼;
Sec. 9, E½NW¼NW¼.
T. 21 N., R. 2 E.,
Sec. 27, SW¼SW¼NE¼SE¼, E½SW¼SE¼;
Sec. 34, NW¼NE¼NE¼, NE¼NW¼NE¼, SE¼SW¼NW¼NE¼, S½SW¼NE¼, S½NE¼SW¼, SE¼SW¼, NW¼SE¼.

Tesuque Radio and Electronic Site

T. 18 N., R. 11 E.,
Sec. 16, unsurveyed.

Jacks Creek Campground

T. 19 N., R. 12 E.,
Sec. 26, S½SW¼SW¼NW¼, SW¼SE¼SW¼NW¼, W½NE¼SW¼;
Sec. 27, E½E½SW¼NE¼, E½E½NW¼SE¼.

The areas described above aggregate 1,442.50 acres in Rio Arriba, Sandoval, San Miguel, and Santa Fe Counties.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

HARRISON LOESCH,
Assistant Secretary of the Interior.

JANUARY 26, 1971.

[FR Doc.71-1399 Filed 2-2-71;8:46 am]

[Public Land Order 5003]

[Riverside 1444]

CALIFORNIA

Withdrawal for Reclamation Project and Revocation of Departmental Order of July 26, 1906

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), and the authority contained in section 3 of the Act of June 17, 1902, 32 Stat. 388, as amended and supplemented, 43 U.S.C. section 416 (1964), it is ordered as follows:

1. Subject to valid existing rights, the following described public land, which is under the jurisdiction of the Secretary of the Interior, is hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, and reserved for flood control in the area of the Lower Reservation Levee and the

flood plain of the Colorado River for the Reservation Division of the Yuma Project:

SAN BERNARDINO MERIDIAN

T. 16 S., R. 22 E.,
Sec. 30, lots 5 to 10, inclusive.

Containing 165.92 acres in Imperial County.

2. The withdrawal made by this order does not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws: *Provided,* That such use or disposition will not be inconsistent with the purpose for which the land is withdrawn in connection with the Lower Reservation Levee, Reservation Division, Yuma Project, which project was authorized by the Act of June 28, 1946, 60 Stat. 369.

3. The departmental order of July 26, 1906, withdrawing the land described in paragraph 1 of this order for use by the U.S. Forest Service as a planting area is hereby revoked.

HARRISON LOESCH,
Assistant Secretary of the Interior.

JANUARY 26, 1971.

[FR Doc.71-1400 Filed 2-2-71;8:46 am]

[Public Land Order 5004]

[Sacramento 2438]

CALIFORNIA

Powersite Cancellation No. 304, Partial Cancellation of Powersite Classification No. 183

By virtue of the authority contained in section 24 of the Act of June 10, 1920, 41 Stat. 1075, as amended, 16 U.S.C. section 818 (1964), and pursuant to the determination of the Federal Power Commission in DA-1094-California, it is ordered as follows:

1. The departmental order of July 9, 1927, creating Powersite Classification No. 183, California No. 55, is hereby revoked so far as it affects the following described lands:

MOUNT DIABLO MERIDIAN

TAHOE NATIONAL FOREST

T. 17 N., R. 13 E.,
Sec. 26, N½SE¼;
Sec. 27, S½NE¼.

The areas described aggregate approximately 160 acres in Placer County.

2. At 10 a.m. on March 3, 1971, the land shall be open to such forms of disposition as may by law be made of national forest land.

HARRISON LOESCH,
Assistant Secretary of the Interior.

JANUARY 26, 1971.

[FR Doc.71-1401 Filed 2-2-71;8:47 am]

[Public Land Order 5005]

[Oregon 6929]

OREGON

Withdrawal for National Forest Campground Water System Site

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described national forest land is hereby withdrawn from appropriation under the mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, in aid of programs of the Department of Agriculture:

WILLAMETTE MERIDIAN

WHITMAN NATIONAL FOREST

Union Creek Campground Water System Site

T. 10 S., R. 38 E.,
Sec. 14, E½NW¼.

The area described contains approximately 80 acres in Baker County.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

HARRISON LOESCH,
Assistant Secretary of the Interior.

JANUARY 26, 1971.

[FR Doc.71-1402 Filed 2-2-71;8:47 am]

[Public Land Order 5009]

[New Mexico 1049]

NEW MEXICO

Powersite Restoration No. 696; Powersite Cancellation No. 290; Partly Revoking Powersite Reserve No. 546, and Waterpower Designation No. 1

By virtue of the authority contained in section 24 of the Act of June 10, 1920, 41 Stat. 1075, as amended, 16 U.S.C section 818 (1964), and pursuant to the determination of the Federal Power Commission in DA-77-New Mexico, it is ordered as follows:

1. Executive order of October 2, 1916, creating Powersite Reserve No. 546, and the Departmental Order of August 7, 1916, creating Waterpower Designation No. 1, New Mexico No. 1, are hereby revoked insofar as they affect the following described lands:

NEW MEXICO PRINCIPAL MERIDIAN

T. 13 S., R. 11 E.,
Sec. 26, SE¼SE¼NW¼, NE¼SW¼.

The area described aggregates 50 acres in Otero County.

The State of New Mexico failed to exercise its preference right of application for highway rights-of-way or material sites as provided by section 24 of the Federal Power Act of June 10, 1920, supra, when notified of the proposed restoration of the land from powersite withdrawals.

2. At 10 a.m. on March 3, 1971, the land shall be open to operation of the public land laws generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10 a.m. on March 3, 1971, shall be considered as simultaneously filed at that time. Those received thereafter shall be considered in the order of filing.

The lands have been and continue to be open to applications and offers under the mineral leasing laws, and to location under the U.S. mining laws.

Inquiries concerning the land shall be addressed to the Manager, Land Office, Bureau of Land Management, Santa Fe, N. Mex. 87501.

HARRISON LOESCH,
Assistant Secretary of the Interior.

JANUARY 26, 1971.

[FR Doc.71-1403 Filed 2-2-71;8:47 am]

[Public Land Order 5010]

[Oregon 6138 (Wash.)]

WASHINGTON

Withdrawal for National Forest Campground, Electronic Administrative Site, Rock Pits

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described lands are hereby withdrawn from appropriation under the mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws in aid of programs of the Department of Agriculture:

WILLAMETTE MERIDIAN

OLYMPIC NATIONAL FOREST

Rocky Brook Rock Pit No. 1

T. 26 N., R. 2 W.,
Sec. 18, a strip of land within the NW¼NW¼ described as follows: Beginning at a point approximately 2.50 miles from intersection of Forest Service Roads Nos. 2621 and 2651 along centerline of Road 2651 in NW¼NW¼ sec. 18, said point being S. 21°00' E., 1,135 feet from the northwest corner of said section, thence N. 80°00' W., 335 feet, thence S. 10°00' W., 536 feet, thence N. 42°00' E., 632 feet to point of beginning, containing approximately 2.06 acres.

Duckabush Rock Pit No. 1

T. 25 N., R. 3 W.,
Sec. 2, a strip of land within the N½SE¼ described as follows: Beginning at a point approximately 0.1 mile from intersection of Forest Service Roads Nos. 2515 and 2531 along centerline of old spur road in N½SE¼ sec. 2, said point being N. 35°45' W., 2,455 feet from the southeast corner of said section, thence N. 65°00' E., 675 feet, thence N. 25°00' W., 650 feet, thence S. 65°00' W., 675 feet, thence S. 25°00' E., 650 feet to point of beginning, containing approximately 10.07 acres.

Dosewallips Rock Pit No. 1

T. 26 N., R. 3 W.,
Sec. 20, a strip of land in the NW¼NE¼ described as follows: Beginning at a point approximately 9.4 miles from intersection of Forest Service Road No. 261 and U.S. Highway No. 101 along centerline of Road 261 in NW¼NE¼ sec. 20, said point being S. 70°45' W., 2,165 feet from the northeast corner of said section, thence S. 35°00' E., 740 feet, thence S. 55°00' W., 350 feet, thence N. 35°00' W., 740 feet, thence N. 55°00' E., 350 feet to point of beginning, containing approximately 5.95 acres.

Hamma Hamma Rock Pit No. 1

T. 24 N., R. 4 W., unsurveyed (protraction approved Sept. 24, 1963),
Sec. 1, a strip of land within the SE¼NW¼ described as follows: Beginning at a point approximately 900 feet from intersection of Forest Service Road No. 249.1 and spur road at mile post 0.6 of Road 249.1 along centerline of spur road in SE¼NW¼ sec. 1, said points being S. 46°30' E., 3,326 feet from the northwest corner of said section, thence N. 17°00' E., 130 feet, thence S. 77°00' E., 230 feet, thence N. 79°00' E., 535 feet, thence S. 10°30' E., 187 feet, thence S. 19°00' W., 300 feet, thence S. 70°00' W., 710 feet, thence N. 23°00' W., 100 feet, thence N. 02°00' W., 445 feet to point of beginning, containing approximately 9.46 acres.

Boulder Rock Rock Pit No. 1

T. 24 N., R. 4 W., unsurveyed (protraction approved Sept. 24, 1963),
Sec. 7, a strip of land within the SW¼NE¼ and SW¼SE¼ described as follows: Beginning at a point approximately 0.2 mile from intersection of Forest Service Roads Nos. 249.1 and 2466 along centerline of Road 2466 in NW¼SE¼ sec. 7, said point being N. 35°30' W., 2,930 feet from the southeast corner of said section, thence N. 01°00' W., 600 feet, thence S. 89°00' W., 528 feet, thence S. 01°00' E., 600 feet, thence N. 89°00' E., 528 feet to point of beginning, containing approximately 7.27 acres.

Canyon Rock Pit No. 1

T. 29 N., R. 4 W., unsurveyed (protraction approved Sept. 24, 1963),
Sec. 28, a strip of land within the NE¼SE¼ described as follows: Beginning at a point approximately 0.2 mile from intersection of Forest Service Roads Nos. 2926.1 and 2910 along centerline of Road 2926.1 in NE¼SE¼ sec. 28, said point being S. 20°00' W., 2,500 feet from the northeast corner of said section, thence S. 25°00' E., 400 feet, thence S. 65°00' W., 250 feet, thence N. 25°00' W., 400 feet, thence N. 65°00' E., 250 feet to point of beginning, containing approximately 2.30 acres.

Lake Cushman Rock Pit No. 2

T. 23 N., R. 5 W.,
Sec. 9, a strip of land within the NW¼NE¼ described as follows: Beginning at a point approximately 0.8 mile from intersection of Forest Service Roads Nos. 245.1 and 2347 along centerline of Road 2357 NW¼NE¼ sec. 9, said point being S. 80°30' E., 2,825 feet from the northwest corner of said section, thence S. 54°00' W., 500 feet, thence N. 33°00' W., 350 feet, thence N. 54°00' E., 500 feet, thence S. 33°00' E., 350 feet to point of beginning, containing approximately 4.02 acres.

Chakchak Campground

T. 23 N., R. 7 W., unsurveyed (protraction approved Sept. 24, 1963),
Sec. 27, a tract of land within the SE¼SE¼ described as follows: Beginning at a point which is the centerline junction of Forest Roads Nos. 2312, 236 and 2312.1 in SE¼SE¼SE¼ sec. 27, said point being N. 15°00' W., 6,105 feet from the corner common to secs. 33 and 34, T. 23 N., R. 7 W., and secs. 2 and 3, T. 22 N., R. 7 W., thence N. 35°00' W., 285 feet, thence N. 25°00' W., 200 feet, thence N. 08°00' E., 450 feet, thence S. 62°00' E., 550 feet, thence N. 90°00' E., 400 feet, thence S. 05°00' E., 150 feet to Road 2312.1, thence S. 59°00' W., 855 feet to point of beginning, containing approximately 16.50 acres.

Joe Creek Gravel Pit

T. 22 N., R. 9 W.,
Sec. 12, SE¼SW¼NE¼, containing 10 acres.

Neilton Point Electronic Site

T. 22 N., R. 9 W., unsurveyed (protraction approved Sept. 24, 1963),
Sec. 18, N½SW¼SE¼, containing 20 acres.

Cook Creek Gravel Pit

T. 22 N., R. 10 W.,
Sec. 22, SE¼ of lot 2, containing 10 acres.

Quinault Ridge Gravel Pit

T. 22 N., R. 10 W.,
Sec. 35, SW¼ of lot 1, containing 10 acres.

Park Gravel Pit

T. 24 N., R. 10½ W.,
Sec. 2, SW¼ of lot 21, containing 11.33 acres.

The areas described aggregate approximately 119 acres in Jefferson, Mason, Clallam, and Grays Harbor Counties.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their minerals or vegetative resources other than the mining laws.

HARRISON LOESCH,
Assistant Secretary of the Interior.

JANUARY 26, 1971.

[FR Doc.71-1404 Filed 2-2-71;8:47 am]

[Public Land Order 5013]

[BLM 048039]

ARKANSAS

Amendment of Public Land Order No. 3836 (Fort Chaffee Military Reservation)

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Public Land Order No. 3836 of September 27, 1965, which transferred jurisdiction over oil and gas deposits underlying certain acquired lands at Fort Chaffee Military Reservation, as amended by Public Land Order No. 4434 of June 3, 1968, is hereby further amended in the following respects:

(a) To add thereto the transfer of jurisdiction over oil and gas deposits within the following described lands:

FIFTH PRINCIPAL MERIDIAN

T. 7 N., R. 30 W.,
Sec. 4, SW¼SW¼, and those portions of the NW¼SW¼ and the SW¼NW¼ lying south and west of State Highway No. 22;
Sec. 5, that portion lying south of State Highway No. 22;
Sec. 6, that portion lying south of State Highway No. 22 excepting 2½ acres within the SE¼NE¼ which adjoins the southerly R.O.W. of Highway No. 22 and the east line of said section;
Secs. 7, 8, and 9;
Sec. 10, W½, and that portion lying below State Highway No. 22.

T. 7 N., R. 31 W.,
Sec. 1, S½, that portion of the NE¼ lying south of State Highway No. 22, excepting a portion of the SW¼NE¼ which extends 420 feet south of Highway No. 22, and 315 feet east of the west line of the SW¼NE¼, that portion of the NW¼ lying south of the Missouri Pacific Railroad, north of Highway No. 22 and extending 830 feet easterly from the west line of the NW¼, and that portion of the SW¼NW¼ lying south of Highway No. 22;
Secs. 2, 11, and 12.

The areas described aggregate 6,202.26 acres.

2. Jurisdiction over the oil and gas deposits owned by the United States underlying the acquired lands described in paragraph 1(a), above, is hereby transferred from the Department of the Army to the Department of the Interior, subject to all the provisions and limitations of Public Land Order No. 3836 as herein amended.

HARRISON LOESCH,
Assistant Secretary of the Interior.

JANUARY 26, 1971.

[FR Doc.71-1405 Filed 2-2-71;8:47 am]

Title 49—TRANSPORTATION

Chapter V—National Highway Traffic Safety Administration, Department of Transportation

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Lamps, Reflective Devices, and Associated Equipment

Motor Vehicle Safety Standard No. 108, establishing requirements for lamps, reflective devices, and associated equipment on motor vehicles was amended on October 31, 1970 (35 F.R. 16840). Thereafter, pursuant to 49 CFR 553.35 (35 F.R. 5119) petitions for reconsideration of the amendment were filed by Freightliner Corp., Ford Motor Co., Japan Automobile Manufacturers Association, Inc., Wagner Electric Corp., General Motors Corp., Chrysler Corp., Rohm and Haas Co., Motor Coach Industries, International Harvester Co., and Motorcycle Industry Council, Inc. The petitions of Harley-Davidson Motor Co., Inc., Kawasaki

Motors Corp., White Motor Corp., Hackney Bros. Body Co., and a supplement to the Japan AMA petition were not timely filed, and have been treated as petitions for rulemaking pursuant to 49 CFR 553.31. However, some of the issues raised in these petitions are similar to those contained in timely filed petitions.

In response to information contained in several of the petitions the standard is being amended. The Administrator has declined to grant requested relief from other requirements of the standard.

1. *Effective date.* General Motors, Ford, and Chrysler have petitioned for an extension of the effective date, stating that compliance is impracticable for 1971 models which, as of July 1, 1971, have only a short production life before the end of the model run. The Bureau has determined therefore that an effective date later than 1 year from issuance of the original amendment is in the public interest. The effective date of the standard is extended to January 1, 1972.

2. *Paragraph S4.1.1.7.* This paragraph is being amended to clarify that its stop lamp requirement does not apply to passenger cars manufactured before January 1, 1973, and to correctly cite SAE Standard J588d, "Turn Signal Lamps," June 1966, as the standard incorporated by reference.

3. *Paragraph S4.1.1.14.* The amendment inadvertently omitted installation requirements for backup lamps. This paragraph is hereby amended to correct the omission, and to insure that current installation requirements remain in effect until January 1, 1973.

4. *Paragraph* S4.1.1.16. Japan AMA and Motorcycle Industry Council objected to the portion of this paragraph that would require motorcycles, as of January 1, 1973, to be equipped with turn-signal units designed to complete a durability test of 100,000 cycles. In order to allow time for further industry study and comment on this aspect of performance, the requirement is withdrawn from the standard. It is anticipated, however, that an increased durability test cycle for motorcycle turn-signals will be proposed in a future rulemaking action.

5. *Paragraph S4.1.2.* Ford, Chrysler, and Rohm, and Haas petitioned for reduction of the heat test cycle of the warpage test from 10 to 5 minutes or, in the alternative, for an extension of the effective date of this requirement. The Traffic Safety Administration has determined that the 10-minute cycle is appropriate because of the frequency of usage of stop and backup lamps. The petitions for reduction of the test cycle are therefore denied. However, because of the leadtime for development and tooling of new lamps which may be required, good cause is considered shown for postponement of the effective date for this requirement until January 1, 1973.

6. *Paragraph S4.3.1.8 and Table II.* General Motors, Motor Coach Industries, and International Harvester objected to the reduction in the maximum allowable spacing of identification lamps (from 6 to 12 inches, to 6 to 8 inches), alleging that there is no safety justification for the requirement, and that compliance by July 1, 1971, is impracticable. It is recognized that other approaches to wide-vehicle identification, such as minimum spacing between identification and clearance lamps, have merit. These approaches are being considered and, as deemed appropriate, will be incorporated into future rulemaking proposals. Accordingly, the petitions are granted; Table II is amended to reinstate the 6 to 12 inch spacing, and S4.3.1.8 is deleted.

7. *Paragraph S4.4.2 and Tables I and III.* Wagner Electric petitioned for reconsideration of the omission of sampling provisions from SAE Standard J590b, "Turn-Signal Units", October 1965, and SAE Standard J945, "Vehicular Hazard Warning Unit", February 1966. Letters have also been received inquiring as to the number of flashers constituting a sample for test and the number of failures allowable for compliance. Standard No. 108 was amended without notice to omit sampling provisions in order to bring the standard into conformity with the National Traffic and Motor Vehicle Safety Act of 1966, which requires that all items conform to applicable standards. Therefore the safety standards should not specify sampling provisions or failure rates. It is the manufacturer's responsibility to institute a test program that is sufficient to legally constitute due care, on a continuing basis, to insure that all products manufactured after the effective date of a standard meet the applicable requirements. However, in response to the procedural objection that the change is important enough to merit notice and opportunity for comment, Wagner's petition is granted and paragraph S4.4.2 and Tables I and III are being amended to strike the language precluding sampling provisions. At the same time, this agency is publishing today a notice (Docket No. 69-18; Notice 3, 36 F.R. 1913 proposing omission of sampling provisions as of January 1, 1972, the date when this omission would otherwise have been effective.

8. *Paragraph S4.5.6.* International Harvester asked that the exemption for lamp outage indication be extended to vehicles equipped with auxiliary lamps or wiring, since these vehicles, like vehicles equipped to tow trailers, use variable load flashers. However, fixed load flashers providing lamp outage indication are available on the market for the increased load of an auxiliary lamp. The manufacturer can provide the appropriate flasher with foreknowledge of the intended end configuration of the vehicle, and International Harvester's petition is therefore denied.

9. *Tables II and IV.* Freightliner, International Harvester, and White Motor requested that the maximum mounting height allowable for turn-signal units, 72 inches, be reconsidered. This agency believes that most turn-signal lamps are presently mounted at or below the height of 72 inches, and that no detriment to motor vehicle safety would occur if the maximum mounting height were increased to 83 inches to allow higher mounting of turn-signals on cab-over-engine trucks, snow removal equipment, and other vehicles where a lower height may be impracticable. Tables II and IV are being revised accordingly. In Table IV the word "rear" was inadvertently omitted in that position of Column 2 establishing location requirements for side reflex reflectors, and has been reinserted.

10. *Table III.* Motorcycle Industry Council recommended that SAE Standard J584a, "Motorcycle and Motor Driven Cycle Headlamps," October 1969, be incorporated by reference rather than SAE Standard J584, April 1964. Such an amendment is beyond the scope of the original rulemaking proposal. Reference of the upgraded SAE Standard is being considered for a future rulemaking action. The petition is denied.

In addition, General Motors, Japan AMA, Motorcycle Industry Council, Harley-Davidson, and Kawasaki objected that the 300 candlepower limitation on motorcycle amber rear turn signals is unduly restrictive. Motorcycle Industry Council, Harley-Davidson, and Kawasaki objected to the spacing requirements for motorcycle turn-signal lamps. Both of these matters are still under reconsideration and will be disposed of at a later date.

In consideration of the foregoing, S4.1.1.7, S4.1.1.14, S4.1.1.16, S4.1.2, S4.3.1.8, S4.4.2, Table I, Table II, Table III and Table IV, of Motor Vehicle Safety Standard No. 108 in 49 CFR 571.21 are revised as follows:

S4.1.1.7. Stop lamps on each passenger car manufactured on or after January 1, 1973, and turn-signal lamps on each passenger car shall meet the photometric minimum candlepower requirements for Class A red turn-signal lamps, and shall have effective projected illuminated areas not less than those of Class B lamps as specified in SAE Standard J588d, 'Turn Signal Lamps,' June 1966. If multiple compartment lamps or multiple lamps are used, the effective projected illuminated area of each compartment or lamp shall be not less than that of a Class B lamp; however, Class A photometric requirements may be met by a combination of compartments or lamps.

* * * * *

S4.1.1.14. In lieu of conformance with SAE Standard J593c, February 1968, a vehicle manufactured before January 1, 1973, may be equipped with backup lamps conforming to SAE Standard J593b, May 1966, and the installation requirements of SAE Standard J593c, February 1968.

* * * * *

S4.1.1.16. All passenger cars, and multipurpose passenger vehicles, trucks, and buses of less than 80 inches overall width manufactured before January 1, 1973, may be equipped with Class B turn signal operating units. Such vehicles manufactured on or after January 1, 1973, shall be equipped with turn signal operating units designed to complete a durability test of 100,000 cycles.

* * * * *

S4.1.2. Plastic materials used for optical parts such as lenses and reflectors shall conform to SAE Recommended Practice J576b, "Platic Materials for Use in Optical Parts, such as Lenses and Reflectors, of Motor Vehicle Lighting Devices," August 1966. Plastic materials used as inner lenses or those covered by another material and not exposed directly to sunlight shall meet the requirements of paragraphs 3.4 and 4.2 of SAE J576b when covered by the outer lens or other material. Except for a stop lamp lens or a backup lamp lens, each plastic lens shall conform to section L, 'Warpage Test Devices with Plastic Lenses', of SAE Standard J575d, 'Test for Motor Vehicle Lighting Devices and Components', August 1967. A plastic lens for a stop lamp or a backup lamp manufactured on or after January 1, 1973, shall conform to section L of SAE Standard J575d and shall be tested with the lamp cycled on for 10 minutes and off for 10 minutes through the 1-hour warpage test.

* * * * *

S4.3.1.8 [Deleted]

* * * * *

S4.4.2. Each combination turn signal and hazard warning signal flasher shall, when tested consecutively in accordance with SAE Standard J590b, "Automotive Turn Signal Flasher", October 1965, and then SAE Standard J945, "Vehicular Hazard Warning Signal Flasher", February 1966, meet the requirements of both these standards.

* * * * *

TABLE I—REQUIRED MOTOR VEHICLE LIGHTING EQUIPMENT

MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRAILERS, AND BUSES OF 80 OR MORE INCHES OVERALL WIDTH

Item	Multipurpose passenger vehicles, trucks, and buses	Trailers	Applicable SAE standard or recommended practice
Column 1	Column 2	Column 3	Column 4
* * *	* * *	* * *	* * *
Turn signal flasher	1[1]	None	J590b, October 1965.
* * *	* * *	* * *	* * *
Vehicular hazard warning signal flasher.	1[1]	None	J945, February 1966.
* * *	* * *	* * *	* * *

TABLE II—LOCATION OF REQUIRED EQUIPMENT

MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRAILERS, AND BUSES OF 80 OR MORE INCHES OVERALL WIDTH

Item	Location on—		Height above road surface measured from center of item on vehicle at curb weight
	Multipurpose passenger vehicles, trucks, and buses	Trailers	
Column 1	Column 2	Column 3	Column 4
* * *	* * *	* * *	* * *
Turn signal lamps.			Not less than 15 inches, nor more than 83 inches.
Identification lamps.	On the front and rear—3 lamps, amber in front, red in rear, as close as practicable to the top of the vehicle, at the same height, one on the vertical centerline, and one on each side of the vertical centerline with lamp centers spaced not less than 6 inches or more than 12 inches apart.	On the rear—3 red lamps as close as practicable to the top of the vehicle, at the same height, one on the vertical centerline, and one on each side of the vertical centerline with lamp centers spaced not less than 6 inches or more than 12 inches apart.	* * *
* * *	* * *	* * *	* * *

Footnote 1 is deleted.

TABLE III—REQUIRED MOTOR VEHICLE LIGHTING EQUIPMENT

ALL PASSENGER CARS AND MOTORCYCLES, AND MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRAILERS, AND BUSES OF LESS THAN 80 INCHES OVERALL WIDTH

Item	Passenger cars, multipurpose passenger vehicles, trucks and buses	Trailers	Motorcycles	Applicable SAE standard or recommended practice
Column 1	Column 2	Column 3	Column 4	Column 5
* * *	* * *	* * *	* * *	* * *
Turn signal flasher	1[6]	None	1[13]	J590b, October 1965.
* * *	* * *	* * *	* * *	* * *
Vehicular hazard warning signal flasher.	1[6]	None	None	J954, February 1966.
* * *	* * *	* * *	* * *	* * *

TABLE IV—LOCATION OF REQUIRED EQUIPMENT

ALL PASSENGER CARS AND MOTORCYCLES, AND MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, TRACTORS, AND BUSES OF LESS THAN 80 INCHES OVERALL WIDTH

* * *	* * *	* * *	* * *
Column 1	Column 2	Column 3	Column 4
* * *	* * *	* * *	* * *
Reflex reflectors.	On each side—1 red as far to the rear as practicable and 1 amber as far to the front as practicable.		
* * *	* * *	* * *	* * *
Turn signal lamps			Not less than 15 inches, nor more than 83 inches.

In addition, "capablet" in the fifth line of S4.1.1.5 is corrected to read "capable", and "S4 *Equipment combinations*" is corrected to read "S4.4 *Equipment combinations*".

Effective date: January 1, 1972, except as otherwise noted in the text of the rule.

(Secs. 103 and 119, National Traffic and Motor Vehicle Safety Act of 1966, 15 U.S.C. 1392, 1407; delegations of authority from the Secretary of Transportation to the National Highway Traffic Safety Administrator, 49 CFR 1.51)

Issued on January 28, 1971.

CHARLES H. HARTMAN,
Acting Administrator, National Highway Traffic Safety Administration.

[FR Doc.71-1371 Filed 2-2-71;8:45 am]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter X—Oil Import Administration, Department of the Interior

[Oil Import Reg. 1 (Rev. 5), Amdt. 29]

OI REG. 1—OIL IMPORT REGULATION

Petrochemical Allocations

Correction

In F.R. Doc. 71-1422 appearing at page 1476 in the issue of Saturday, January 30, 1971, the seventh line of paragraph (a) of section 9 now reading "or persons will require a transfer of" should read "barrels per day of petrochemical plant".

Title 50—WILDLIFE AND FISHERIES

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

PART 28—PUBLIC ACCESS, USE, AND RECREATION

PART 33—SPORT FISHING

Certain Wildlife Refuges in Southeast United States

The following special regulations are issued and are effective on date of publication in the FEDERAL REGISTER (2-3-71).

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

ALABAMA

WHEELER NATIONAL WILDLIFE REFUGE

Area open to transportation of unstrung bows and arrows when used for fishing in conformance with Alabama State fishing regulations. This regulation effective March 1, 1971 through June 15, 1971.

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

VIRGINIA

CHINCOTEAGUE NATIONAL WILDLIFE REFUGE

Public sport fishing, crabbing, and clamming, in accordance with Virginia regulations, is permitted on the Chincoteague National Wildlife Refuge, Va., subject to the following conditions:

(1) Open areas: (a) Surf fishing—the entire beach front, except those areas designated by signs as areas closed to fishing, (b) Fishing and crabbing—from the impoundment banks designated as open to fishing, (c) Clamming—the area between high and low tide marks in Tom's Cove, except as posted closed.

(2) Permits: A permit is required for fishing from 10 p.m. to sunrise; no permit is required at other times.

FLORIDA

ST. VINCENT NATIONAL WILDLIFE REFUGE

Sport fishing on the St. Vincent National Wildlife Refuge, Franklin County, Apalachicola, Fla., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 360 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations.

(1) The sport fishing season extends from date of this announcement through October 30, 1971.

(2) Fishermen are permitted on the refuge from 1 hour before sunrise to 1 hour after sunset.

(3) No motors of any type may be used.

(4) Users must follow designated routes of travel from the beach to the open fishing area.

(5) Boats may be left on the island at designated points during the open season provided they are identified with their owner's name and address. Boats must be removed from the refuge no later than October 30, 1971.

(6) Use of live minnows as bait is prohibited.

ST. MARKS NATIONAL WILDLIFE REFUGE

Sport fishing on the St. Marks National Wildlife Refuge, St. Marks, Fla., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 50,000 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations except the following special conditions:

(1) The sport fishing season on the refuge extends from March 15, 1971 through October 15, 1971.

(2) Fishing permitted one-half hour before sunrise until one-half hour after sunset, 7 days a week.

(3) Boats with gasoline engines to 4 horsepower and electric motors are permitted.

(4) Trotlines as permitted by State regulations are allowed except that lines shall be taken up prior to closing hour of fishing daily.

LAKE WOODRUFF NATIONAL WILDLIFE REFUGE

Sport fishing on the Lake Woodruff National Wildlife Refuge, DeLeon Springs, Fla., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 650 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations except the following special conditions:

(1) The sport fishing season is open year-round on refuge waters west of Norris Dead River, Lake Woodruff, and Spring Garden Creek. The open season extends from March 15, 1971, to October 15, 1971, in refuge waters east of the Norris Dead River, Lake Woodruff, and Spring Garden Creek.

(2) Fishing on refuge waters is permitted during daylight hours only.

(3) Air-thrust boats are prohibited.

(4) Firearms of any type are prohibited.

LOXAHATCHEE NATIONAL WILDLIFE REFUGE

Sport fishing on the Loxahatchee National Wildlife Refuge, Delray Beach, Fla., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 74,492 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations except the following special conditions:

(1) The sport fishing season on the refuge extends from February 23, 1971, to February 22, 1972.

(2) Fishing is restricted to 1 hour before sunrise until 1 hour after sunset.

(3) Boats may enter or leave the refuge only at the three public ramps as follows: (a) North end of the refuge at S-5A landing; (b) headquarters boat ramp; (c) S-39 boat ramp on south end of refuge.

(4) Method of fishing is with attended rod and reel and/or pole and line. Trotlines, limb lines, nets, or other set tackle prohibited.

(5) Air-thrust boats may be authorized only by special permit issued by the refuge manager. Speedboats and racing craft are prohibited except for official purposes.

(6) Persons must follow such routes of travel within the area as may be designated by posting by the refuge officer-in-charge. To protect Government property or wildlife the refuge officer-in-charge may close any or all of the area.

GEORGIA

BLACKBEARD ISLAND NATIONAL WILDLIFE REFUGE

Sport fishing on the Blackbeard Island National Wildlife Refuge, McIntosh County, Townsend, Ga., is permitted only on the areas designated by signs as open to fishing. Those open areas, comprising 680 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations except the following special conditions:

(1) The sport fishing season on the refuge extends from March 15, 1971, through October 25, 1971.

(2) Fishing is permitted in daylight hours only.

(3) Boats with motors prohibited.

(4) Use of live minnows as bait prohibited.

PIEDMONT NATIONAL WILDLIFE REFUGE

Sport fishing on the Piedmont National Wildlife Refuge, Round Oak, Ga., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 10 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations except the following special conditions:

(1) The sport fishing season on the refuge extends from March 1, 1971, through November 15, 1971.

(2) Fishing permitted during daylight hours only.

(3) Boats with motors prohibited.
(4) Use of live minnows as bait prohibited.

SOUTH CAROLINA

SAVANNAH NATIONAL WILDLIFE REFUGE

Sport fishing on the Savannah National Wildlife Refuge, Jasper County, Hardeeville, S.C., is permitted only on the areas designated by signs as open to fishing. These open areas, comprising 3,000 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations except the following special conditions:

(1) The sport fishing season on the refuge extends from March 15, 1971, through October 25, 1971.

(2) Fishing is permitted during daylight hours only.

(3) Boats powered with electric outboard motors are permitted in the impoundments. Boats powered with gasoline outboard motors are prohibited in the impoundments.

ALABAMA

CHOCTAW NATIONAL WILDLIFE REFUGE

Sport fishing on the Choctaw National Wildlife Refuge, Jackson, Ala., is permitted only on the areas designated by signs as open to fishing. These open areas are shown on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Peachtree-Seventh Building, Atlanta, Ga. 30323. Sport fishing shall be in accordance with all applicable State regulations except the following special conditions:

(1) The sport fishing season on the refuge extends from February 15, 1971, through November 30, 1971.

(2) Fishing is permitted during daylight hours only.

The provisions of these special regulations supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through December 31, 1971.

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

JANUARY 26, 1971.

[FR Doc.71-1443 Filed 2-2-71;8:50 am]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 29]

TOBACCO INSPECTION

Proposed Official Standards for Georgia and Florida Shade-Grown Cigar-Wrapper

Notice is hereby given that the U.S. Department of Agriculture has under consideration the issuance of Official Standard Grades for Georgia and Florida Shade-grown Cigar-wrapper Tobacco, U.S. Type 62, pursuant to the authority contained in the Tobacco Inspection Act (49 Stat. 731; 7 U.S.C. 511 et seq.).

Statement of consideration leading to the proposed standards. Grade standards for tobacco are issued under the authority of the Tobacco Inspection Act of 1935 which provides for the issuance of official U.S. grades to designate different levels of quality for the use of producers and buyers. Official grading service is also provided under the Act on both a mandatory and a permissive basis.

Standards for type 62 tobacco were originally issued in 1933 under the authority of the Stocks and Standards Act. They were slightly modified and issued in 1956 under the authority of the Tobacco Inspection Act of 1935. These tentative standards contain 35 basic grades for natural or air-cured tobacco with seven special factors which were used to describe type 62 tobacco at that time.

Concurrent with the present-day trend in market preparation and usage, fewer quality and color distinctions are needed to accurately describe Cigar-wrapper tobacco. Therefore, the proposed official standards would eliminate special factors and provide only 12 grades for natural or air-cured tobacco.

The proposal would also establish 10 grades for candela-cured tobacco to provide adequate standards for that portion of type 62 cured by this method. Candela-curing is a quick process of subjecting tobacco to artificial atmospheric conditions which are controlled through the use of regulated heat and humidity. Its usage is becoming more prevalent among producers of shade-grown cigar-wrapper tobacco.

In addition, the proposal would add, revise, and delete definitions and rules to implement accurate application of the official standards.

Preliminary drafts were discussed with producer and industry representatives. Their suggestions were incorporated into the proposed official standards.

All persons who desire to submit written data, views, or arguments in connection with the proposed amendment should file the same, in duplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112 Administration Building, Washington, D.C. 20250, not later than the 30th day after the publication of this notice in the FEDERAL REGISTER. All written submissions pursuant to the notice will be made available for public inspection at the office of the Hearing Clerk during official hours of business (7 CFR 1.27(b)).

The proposed official standards are as follows:

1. Subpart C of Part 29 is amended by adding the new issuance, immediately after § 29.6411, to read as follows:

OFFICIAL STANDARD GRADES FOR GEORGIA AND FLORIDA SHADE-GROWN CIGAR-WRAPPER TOBACCO[1] (U.S. TYPE 62)

DEFINITIONS

Sec.
29.6501 Definitions.
29.6502 Air-cured.
29.6503 Body.
29.6504 Candela-cured.
29.6505 Candela-cured green colors.
29.6506 Class.
29.6507 Color.
29.6508 Color shade.
29.6509 Color symbols.
29.6510 Condition.
29.6511 Crude.
29.6512 Cured.
29.6513 Damage.
29.6514 Dirty.
29.6515 Elasticity.
29.6516 Elements of quality.
29.6517 Fibers.
29.6518 Fleck (FL).
29.6519 Foreign matter.
29.6520 Form.
29.6521 Grade.
29.6522 Grademark.
29.6523 Green (G).
29.6524 Greenish.
29.6525 Group.
29.6526 Injury.
29.6527 Leaf scrap.
29.6528 Leaf structure.
29.6529 Length.
29.6530 Lot.
29.6531 Maturity.
29.6532 Mixed color (M).
29.6533 Nested.
29.6534 Offtype.
29.6535 Order (case).
29.6536 Package.
29.6537 Packing.
29.6538 Quality.
29.6539 Semicured.
29.6540 Side.
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SUMMARY OF STANDARD GRADES

29.6656 Summary of standard grades.

KEY TO STANDARD GRADEMARKS

29.6661 Key to standard grademarks.

DEFINITIONS

§ 29.6501 Definitions.

As used in these standards, the words and phrases hereinafter defined shall have the indicated meanings so assigned.

§ 29.6502 Air-cured.

Tobacco cured under natural atmospheric conditions without the use of artificial heat except to prevent pole-burn in damp weather.

§ 29.6503 Body.

The thickness and density of a leaf or the weight per unit of surface. (See chart, § 29.6616.)

§ 29.6504 Candela-cured.

Tobacco cured under controlled artificial atmospheric conditions by regulating the heat and humidity. This process produces a green or greenish color in the cured leaves.

§ 29.6505 Candela-cured green colors.

A group of candela-cured wrapper colors ranging from a yellowish green to dark green. The range is expressed as yellowish green (YG), light green (LG), green (G), and dark green (KG).

[1] These standards provide grades for both air-cured and candela-cured tobacco.

§ 29.6506 Class.

A major division of tobacco based on method of cure or principal usage.

§ 29.6507 Color.

The third factor of a grademark based on the relative hues, saturation or chroma, and color values common to the type.

§ 29.6508 Color shade.

The varying strength or weakness of a color or hue.

§ 29.6509 Color symbols.

In this type the color symbols used for naturally cured tobacco are M—mixed color, FL—fleck, K—variegated, and G—green. Color symbols used for candela-cured tobacco are LG—light green, G—green, YG—yellowish green, FL—fleck, and KG—dark green or dark green and variegated mixed.

§ 29.6510 Condition.

The state of tobacco which results from the method of preparation or from the degree of fermentation. Words used to describe the condition of tobacco are undried, air-dried, steam-dried, sweating, sweated, and aged.

§ 29.6511 Crude.

A subdegree of maturity. (See rule 18, § 29.6599.)

§ 29.6512 Cured.

Tobacco dried of its sap by either natural or artificial processes.

§ 29.6513 Damage.

The effect of mold, musk, rot, black rot, or other fungous or bacterial diseases which attack tobacco in its cured state. Tobacco having the odor of mold, musk, or rot is considered damaged. (See rule 19, § 29.6600.)

§ 29.6514 Dirty.

The state of tobacco containing an abnormal amount of dirt or sand. (See rule 19, § 29.6600.)

§ 29.6515 Elasticity.

The flexible, springy nature of the tobacco leaf to recover approximately its original size and shape after it has been stretched.

§ 29.6516 Elements of quality.

Physical characteristics used to determine the quality of tobacco. Words selected to describe degrees within each element are shown in § 29.6616.

§ 29.6517 Fibers.

Lateral and cross veins in a tobacco leaf. (See chart, § 29.6616.)

§ 29.6518 Fleck (FL).

Spots or dapples on the surface of the tobacco leaf. (See rule 14, § 29.6595.)

§ 29.6519 Foreign matter.

Any extraneous substance or material. (See rule 19, § 29.6600.)

§ 29.6520 Form.

The stage of preparation of tobacco such as stemmed or unstemmed.

§ 29.6521 Grade.

A subdivision of a type according to group and quality and to other characteristics when they are of sufficient importance to be treated separately.

§ 29.6522 Grademark.

A grademark normally consists of three symbols which indicate group, quality, and color. A letter is used to indicate group, a number to indicate quality, and a letter or letters to indicate color. Color symbols are used only in the A group.

§ 29.6523 Green (G).

Green color. In natural wrappers any leaf which has a green color affecting 10 percent or more of its surface may be described as green. (See rule 16, § 29.6597.)

§ 29.6524 Greenish.

A term applied to greenish-tinged air-cured tobacco. Any leaf of natural wrapper tobacco which has a greenish tinge or a pale green color affecting 10 percent or more of its surface may be described as greenish.

§ 29.6525 Group.

A division of a type covering closely related grades. Groups in this type are Wrappers (A), Stained (S), Brokes (X), and Nondescript (N).

§ 29.6526 Injury.

Hurt or impairment. (See rule 13, § 29.6594.)

§ 29.6527 Leaf scrap.

A byproduct of unstemmed tobacco. Leaf scrap results from handling unstemmed tobacco and consists of loose and tangled whole or broken leaves.

§ 29.6528 Leaf structure.

The cell development of a leaf as indicated by its porosity. (See chart, § 29.6616.)

§ 29.6529 Length.

The linear measurement of cured tobacco leaves from the butt of the midrib to the extreme tip. (See chart, § 29.6616.)

§ 29.6530 Lot.

A pile, basket, bulk, package, or other definite unit.

§ 29.6531 Maturity.

The degree of ripeness. (See chart, § 29.6616.)

§ 29.6532 Mixed color (M).

Normal colors of air-cured type 62 mixed in various proportions. Golden brown, light brown, reddish brown, and greenish hues may be included.

§ 29.6533 Nested.

Any tobacco which has been loaded, packed, or arranged to conceal foreign matter or tobacco of inferior grade, quality, or condition. (See rule 19, § 29.6600.)

§ 29.6534 Offtype.

Tobacco of distinctly different characteristics which cannot be classified as type 62. (See rule 19, § 29.6600.)

§ 29.6535 Order (case).

The state of tobacco with respect to its moisture content.

§ 29.6536 Package.

A hogshead, tierce, case, bale, or other securely enclosed parcel or bundle.

§ 29.6537 Packing.

A lot of tobacco consisting of a number of packages submitted as one definite unit for sampling or inspecting. It is represented to contain the same kind of tobacco and has a common identification number or mark on each package.

§ 29.6538 Quality.

A division of a group or the second factor of a grademark based on the relative degree of one or more elements of quality in tobacco.

§ 29.6539 Semicured.

Tobacco in the process of being cured or which is partially but not thoroughly cured. Semicured includes tobacco which contains fat stems, wet butts, swelled stems, or stems that have not been thoroughly dried in the curing process. (See rule 19, § 29.6600.)

§ 29.6540 Side.

A certain phase of quality, color, or length as contrasted with some other phase of quality, color, or length; or any peculiar characteristic of tobacco.

§ 29.6541 Sound.

Free of damage.

§ 29.6542 Special factor.

A symbol or term authorized to be used with specified grades. Tobacco to which a special factor is applied may meet the general specifications but has a peculiar side or characteristic which tends to modify the grade. (See rule 9, § 29.6590.)

§ 29.6543 Stained.

A term applied to tobacco that has been blackened, bruised, or discolored by excessive moisture. (See rules 17 and 19, §§ 29.6598 and 29.6600.)

§ 29.6544 Stem.

The midrib or large central vein of a tobacco leaf.

§ 29.6545 Stemmed.

A form of tobacco, including strips and strip scrap, from which the stems or midribs have been removed.

§ 29.6546 Strips.

The sides of a tobacco leaf from which the stem has been removed or a lot of tobacco composed of strips.

§ 29.6547 Subgrade.

Any grade modified by a special factor symbol.

§ 29.6548 Sweated.

The condition of tobacco which has passed through one or more fermentations natural to tobacco packed with a normal percentage of moisture. This condition is sometimes described as aged.

§ 29.6549 Sweating.

The condition of tobacco in the process of fermentation.

§ 29.6550 Tobacco.

Tobacco as it appears between the time it is cured and stripped from the stalk, or primed and cured, and the time it enters into the different manufacturing processes. The acts of stemming, sweating, and conditioning are not regarded as manufacturing processes. Tobacco, as used in these standards does not include manufactured or semimanufactured products, stems, cuttings, clippings, trimmings, siftings, or dust.

§ 29.6551 Tobacco products.

Manufactured tobacco, including cigarettes, cigars, smoking tobacco, chewing tobacco, and snuff.

§ 29.6552 Type.

A division of a class of tobacco having certain common characteristics and closely related grades. Tobacco which has the same characteristics and corresponding qualities, colors, and lengths is classified as one type, regardless of any factors of historical or geographical nature which cannot be determined by an examination of the tobacco.

§ 29.6553 Type 62.

That type of shade-grown tobacco known as Georgia and Florida Shade-grown, produced principally in southwestern Georgia and in the central part of northern Florida.

§ 29.6554 Undried.

The condition of unfermented tobacco which has not been air-dried or steam-dried.

§ 29.6555 Uniformity.

An element of quality which describes the consistency of a lot of tobacco. (See rule 12, § 29.6593.)

§ 29.6556 Unstemmed.

A form of tobacco, including whole leaf and leaf scrap, from which the stems or midribs have not been removed.

§ 29.6557 Variegated.

Two or more contrasting colors or tints within a leaf. (See rule 15, § 29.6596.)

§ 29.6558 Wet.

Any sound tobacco containing excessive moisture to the extent that it is in unsafe or doubtful-keeping order. Wet applies to any tobacco which is not damaged but which is likely to damage if treated in the customary manner. (See rule 19, § 29.6600.)

RULES

§ 29.6581 Rules.

The application of these official standard grades shall be in accordance with the following rules.

§ 29.6582 Rule 1.

Each grade shall be treated as a subdivision of a particular type. When the grade is stated in an inspection certificate, the type also shall be stated.

§ 29.6583 Rule 2.

The determination of a grade shall be based upon a thorough examination of a lot or packing of tobacco or of an official sample of the lot or packing.

§ 29.6584 Rule 3.

The grade assigned to any lot or packing of tobacco shall be a true representation of the tobacco at the time of inspection and certification. If, at any time, it is found that a lot or packing of tobacco does not comply with the specifications of the grade previously assigned, it shall not thereafter be represented as such grade.

§ 29.6585 Rule 4.

Tobacco of the A, X, or S groups shall be placed straight in boxes or bales of normal size, weight, and shape with the butts out and tips overlapping sufficiently to make a level, solid, and uniform pack. All sides of the bales shall be completely covered with paper or other suitable protective material.

§ 29.6586 Rule 5.

A lot or packing of tobacco on the marginal line between two colors shall be placed in the color with which it best corresponds with respect to body or other associated elements of quality.

§ 29.6587 Rule 6.

Any lot or packing of tobacco which meets the specifications of two grades shall be placed in the higher grade.

§ 29.6588 Rule 7.

A lot or packing of tobacco meets the specifications of a grade when it is not lower in any element of quality than the degree stated in grade specifications and does not exceed the tolerance(s) of such grade.

§ 29.6589 Rule 8.

In determining the grade of a lot or packing of tobacco, the lot or packing as a whole shall be considered. Minor irregularities which do not affect over one percent of the tobacco shall be overlooked.

§ 29.6590 Rule 9.

Any special factor approved by the Director of the Tobacco Division, Consumer and Marketing Service, may be used after a grademark to show a peculiar side or characteristic of the tobacco which tends to modify the grade.

§ 29.6591 Rule 10.

Interpretations, the use of specifications, and the meaning of terms shall be in accordance with determinations or clarifications made by the Chief of the Standards and Testing Branch and approved by the Director.

§ 29.6592 Rule 11.

The use of any grade may be restricted by the Director during any marketing season when it is found that the grade is not needed or appears in insufficient volume to justify its use.

§ 29.6593 Rule 12.

Uniformity shall be expressed in percentages. These percentages shall govern the portion of a lot or packing which must meet each specification of the grade; the remaining portion must be closely related. Specified percentages of uniformity shall not affect limitations established by other rules.

§ 29.6594 Rule 13.

Injury tolerance shall be expressed in percentages. The appraisal of injury shall be based upon the percentage of affected wrapper cutting area or the degree of the injury.

§ 29.6595 Rule 14.

Fleck shall be included only in A3FL, N1, and N2.

§ 29.6596 Rule 15.

Any lot or packing of tobacco containing over 10 percent of variegated leaves shall be designated by the color symbol "K" in natural wrappers and "KG" in candela wrappers.

§ 29.6597 Rule 16.

Any lot or packing of natural wrapper tobacco containing over 10 percent of green leaves shall be designated by the color symbol "G."

§ 29.6598 Rule 17.

Stained tobacco shall be included only in grades of the S and N groups.

§ 29.6599 Rule 18.

Crude leaves shall be included only in N2.

§ 29.6600 Rule 19.

Tobacco shall be designated "N2" when it is crude, damaged, dirty, improperly packed, nested, offtype, semicured, wet, or when it contains foreign matter, is stained over 20 percent, or has an odor foreign to the type.

ELEMENTS OF QUALITY

§ 29.6616 Elements of quality and degrees of each element.

These words or terms are used to determine tobacco quality. Characteristics which constitute general quality are designated as elements of quality. The range within each element is expressed by words or terms designated as degrees.

Elements	Degrees		
Body	Thin	Medium	Heavy.
Color shade	True	Dusky	Dull.
Maturity	Ripe	Unripe	Immature.
Leaf structure.	Open	Firm	Close.
Fiber size	Small	Medium	Large.
Fiber color	Blending	Contrasting	Clashing.
Injury tolerance.	Expressed in percentages.		
Uniformity	do		
Length	Expressed in inches.		

GRADES FOR NATURAL (AIR-CURED) TOBACCO

§ 29.6636 Wrappers (A Group).

This group consists of tied, elastic tobacco having at least 90 percent of uninjured surface usable for cigar wrappers.

U.S. grades	*Grade names, minimum specifications, and tolerances*
A1M	Choice Mixed-color Natural Wrappers Thin, true color shades, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A2M	Fine Short Mixed-color Natural Wrappers Thin, true color shades, ripe, open, small and blending fibers, 14 inches or under in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A3M	Good Mixed-color Natural Wrappers Medium body, true color shades, ripe, open, medium-sized and contrasting fibers, over 14 inches in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A3FL	Good Fleck Natural Wrappers Medium body, ripe, firm, over 14 inches in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A3K	Good Variegated Natural Wrappers Medium body, unripe, firm. Uniformity, 90 percent; injury tolerance, 10 percent.
A3G	Good Green Natural Wrappers Heavy body, immature, close. Uniformity, 90 percent; injury tolerance, 10 percent.

§ 29.6637 Stained (S Group).

This group consists of tied, stained tobacco from the A group.

U.S. grades	*Grade names, minimum specifications, and tolerances*
S1	Choice Stained Natural Wrappers Thin, true color shades, ripe, open, over 14 inches in length. Uniformity, 85 percent. Tolerances: 5 percent injury, 10 percent stain parallel to the midrib.
S2	Fine Stained Natural Wrappers Medium body, ripe, open, over 14 inches in length. Uniformity, 70 percent. Tolerances: 10 percent injury, 20 percent stain.

§ 29.6638 Brokes (X Group).

This group consists of tied, highly injured tobacco from the A group.

U.S. grades	*Grade names and minimum specifications*
X1	Choice Natural Brokes Medium body, true color shades, ripe, open. Minimum wrapper yield, 50 percent.
X2	Fine Natural Brokes Medium body, ripe, open. Minimum wrapper yield, 25 percent.

§ 29.6639 Nondescript (N Group).

Tobacco which does not meet the specifications of the lowest grade in any other group. This tobacco may be tied in hands or packed loose.

U.S. grades	*Grade names and specifications*
N1	Best Natural Nondescript Any tobacco except N2 which does not meet the specifications of the lowest grade in the A, S, or X groups.
N2	Lowest Natural Nondescript Any tobacco classified as crude, damaged, dirty, nested, offtype, semicured, or wet; tobacco that is improperly packed, contains foreign matter, is stained over 20 percent, or has an odor foreign to the type.

GRADES FOR CANDELA-CURED TOBACCO

§ 29.6646 Wrappers (A Group).

This group consists of tied, elastic tobacco having at least 90 percent of uninjured surface usable for cigar wrappers.

U.S. grades	*Grade names, minimum specifications, and tolerances*
A1LG	Choice Light Green Candela Wrappers Thin, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A1G	Choice Green Candela Wrappers Medium body, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A2G	Fine Green Short Candela Wrappers Medium body, true color shade, ripe, open, small and blending fibers, 14 inches or under in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A3YG	Good Yellowish Green Candela Wrappers Thin to medium body, ripe, open, medium-sized and contrasting fibers. Uniformity, 90 percent; injury tolerance, 10 percent.
A3FL	Good Fleck Candela Wrappers Thin to medium body, ripe, firm. Uniformity, 90 percent; injury tolerance, 10 percent.
A3KG	Good Dark Green and Variegated Candela Wrappers Heavy, unripe, close. Uniformity, 90 percent; injury tolerance, 10 percent.

§ 29.6647 Brokes (X Group).

This group consists of tied, highly injured tobacco from the A group.

U.S. grades	*Grade names and minimum specifications*
X1	Choice Candela Brokes Medium body, true color shades, ripe, open. Minimum wrapper yield, 50 percent.
X2	Fine Candela Brokes Medium body, ripe, firm. Minimum wrapper yield, 25 percent.

§ 29.6648 Nondescript (N Group).

Tobacco which does not meet the specifications of the lowest grade in any other group. This tobacco may be tied in hands or packed loose.

U.S. grades	*Grade names and specifications*
N1	Best Candela Nondescript Any tobacco except N2 which does not meet the specifications of the lowest grades in the A or X groups.
N2	Lowest Candela Nondescript Any tobacco classified as crude, damaged, dirty, nested, offtype, semicured, or wet; tobacco that is improperly packed, contains foreign matter, or has an odor foreign to the type.

SUMMARY OF STANDARD GRADES

§ 29.6656 Summary of standard grades.

NATURAL (AIR-CURED)

Wrappers

A1M	A3FL
A2M	A3K
A3M	A3G

Stained

S1 S2

Brokes

X1 X2

Nondescript

N1 N2

CANDELA-CURED

Wrappers

A1LG	A3YG
A1G	A3FL
A2G	A3KG

Brokes

X1 X2

Nondescript

N1 N2

KEY TO STANDARD GRADEMARKS

§ 29.6661 Key to standard grademarks.

Groups	*Qualities*
A—Wrappers.	1—Choice.
S—Stained.	2—Fine.
X—Brokes.	3—Good.
N—Nondescript.	

Colors

M—Mixed color.	YG—Yellowish green.
FL—Fleck.	
K—Variegated.	KG—Dark green, or dark green and variegated mixed.
G—Green.	
LG—Light green.	

(49 Stat. 734; 7 U.S.C. 511m)

Done at Washington, D.C., this 29th day of January 1971.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[FR Doc.71-1492 Filed 2-2-71;8:53 am]

[7 CFR Part 29]

TOBACCO INSPECTION

Proposed Official Standards for Connecticut Valley Shade-Grown Cigar-Wrapper

Notice is hereby given that the U.S. Department of Agriculture has under

consideration the issuance of Official Standard Grades for Connecticut Valley Shade-grown Cigar-wrapper Tobacco, U.S. Type 61, pursuant to the authority contained in the Tobacco Inspection Act (49 Stat. 731; 7 U.S.C. 511 et seq.).

Statement of consideration leading to the proposed standards. Grade standards for tobacco are issued under the authority of the Tobacco Inspection Act of 1935 which provides for the issuance of official U.S. grades to designate different levels of quality for the use of producers and buyers. Official grading service is also provided under the Act on both a mandatory and permissive basis.

Tentative standard grades for Connecticut Valley Shade-grown tobacco were issued December 1933 under the authority of the Tobacco Stocks and Standards Act. They were slightly revised and issued in December 1956 under the authority of the Tobacco Inspection Act of 1935. Both versions contained grades for natural or air-cured tobacco only.

For some years it has been obvious that the tentative standards for type 61 tobacco were becoming obsolete. The increasing cost of labor has caused producers to adopt less stringent sorting methods. Also, the use of candela-curing has gradually become more widespread.

The candela-curing process exposes tobacco to artificial atmospheric conditions controlled by regulating heat and humidity. The traditional air-cured method subjects tobacco to natural atmospheric conditions without the use of artificial heat except to prevent poleburn in damp weather.

Studies of type 61 tobacco were conducted for several years to determine what changes would be necessary to bring the standards into focus with accepted methods of sorting and curing. Preliminary drafts were discussed with producer and industry representatives. Their suggestions were incorporated into the proposed official standards.

The proposal would simplify the grade structure for natural or air-cured tobacco by eliminating the eight special factors and the resultant subgrades and reducing the number of basic grades from 24 to 22. These changes would be accomplished through broadening grade specifications and relaxing length requirements to reflect current sorting practices. Ten grades would be established for candela-cured tobacco to describe that portion of type 61 production cured under this relatively new method.

In addition the proposal would add, revise, and delete definitions and rules to implement accurate application of the official standards.

All persons who desire to submit written data, views, or arguments in connection with the proposed revision should file the same, in duplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112 Administration Building, Washington, D.C. 20250, not later than the 30th day after the publication of this notice in the FEDERAL REGISTER. All written submissions pursuant to the notice will be made available for public inspection at the office of the Hearing Clerk during official hours of business (7 CFR 1.27(b)).

The proposed official standards are as follows:

1. Subpart C of Part 29 is amended by adding the new issuance immediately after § 29.6161 to read as follows:

OFFICIAL STANDARD GRADES FOR CONNECTICUT VALLEY SHADE-GROWN CIGAR-WRAPPER TOBACCO (U.S. TYPE 61)[1]

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GRADES FOR CANDELA-CURED TOBACCO

29.6396 Wrappers (A Group).
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SUMMARY OF STANDARD GRADES

29.6406 Summary of standard grades.

KEY TO STANDARD GRADEMARKS

29.6411 Key to standard grademarks.

DEFINITIONS

§ 29.6251 Definitions.

As used in these standards, the words and phrases hereinafter defined shall have the indicated meanings so assigned.

§ 29.6252 Air-cured.

Tobacco cured under natural atmospheric conditions without the use of artificial heat except to prevent poleburn in damp weather.

§ 29.6253 Body.

The thickness and density of a leaf or the weight per unit of surface. (See chart, § 29.6371.)

§ 29.6254 Brown colors.

A group of natural wrapper colors ranging from a golden brown to reddish brown. The range is expressed as golden brown (L), light brown (F), and reddish brown (R).

§ 29.6255 Candela-cured.

Tobacco cured under controlled artificial atmospheric conditions by regulating the heat and humidity. This process produces a green or greenish color in the cured leaves.

§ 29.6256 Candela-cured green colors.

A group of candela-cured wrapper colors ranging from a yellowish green to dark green. The range is expressed as yellowish green (YG), light green (LG), green (G), and dark green (KG).

§ 29.6257 Class.

A major division of tobacco based on method of cure or principal usage.

§ 29.6258 Color.

The third factor of a grademark based on the relative hues, saturation or chroma, and color values common to the type.

§ 29.6259 Color shade.

The varying strength or weakness of a color or hue.

[1] These standards provide grades for both air-cured and candela-cured tobacco.

§ 29.6260 Color symbols.

In this type the color symbols used for naturally cured tobacco are L—golden brown, F—light brown, M—mixed color, V—greenish, FL—fleck, R—reddish brown, K—variegated, and G—green. Color symbols used for candela-cured tobacco are LG—light green, G—green, YG—yellowish green, FL—fleck, and KG—dark green or dark green and variegated mixed.

§ 29.6261 Condition.

The state of tobacco which results from the method of preparation or from the degree of fermentation. Words used to describe the condition of tobacco are undried, air-dried, steam-dried, sweating, sweated, and aged.

§ 29.6262 Crude.

A subdegree of maturity. (See rule 19, § 29.6355.)

§ 29.6263 Cured.

Tobacco dried of its sap by either natural or artificial processes.

§ 29.6264 Damage.

The effect of mold, must, rot, black rot, or other fungous or bacterial diseases which attack tobacco in its cured state. Tobacco having the odor of mold, must, or rot is considered damaged. (See rule 20, § 29.6356.)

§ 29.6265 Dirty.

The state of tobacco containing an abnormal amount of dirt or sand. (See rule 20, § 29.6356.)

§ 29.6266 Elasticity.

The flexible, springy nature of the tobacco leaf to recover approximately its original size and shape after it has been stretched.

§ 29.6267 Elements of quality.

Physical characteristics used to determine the quality of tobacco. Words selected to describe degrees within each element are shown in § 29.6371.

§ 29.6268 Fibers.

Lateral and cross veins in a tobacco leaf. (See chart, § 29.6371.)

§ 29.6269 Fleck (FL).

Spots or dapples on the surface of the tobacco leaf. (See rule 14, § 29.6350.)

§ 29.6270 Foreign matter.

Any extraneous substance or material. (See rule 20, § 29.6356.)

§ 29.6271 Form.

The stage of preparation of tobacco such as stemmed or unstemmed.

§ 29.6272 Grade.

A subdivision of a type according to group and quality and to other characteristics when they are of sufficient importance to be treated separately.

§ 29.6273 Grademark.

A grademark normally consists of three symbols which indicate group, quality, and color. A letter is used to indicate group, a number to indicate quality, and a letter or letters to indicate color. Color symbols are used only in the A group.

§ 29.6274 Green (G).

Green color. In natural wrappers any leaf which has a green color affecting 10 percent or more of its surface may be described as green. (See rule 17, § 29.6353.)

§ 29.6275 Greenish (V).

A color term applied to greenish-tinged air-cured tobacco. Any leaf of natural wrapper tobacco which has a greenish tinge or a pale green color affecting 10 percent or more of its surface may be described as greenish. (See rule 16, § 29.6352.)

§ 29.6276 Group.

A division of a type covering closely related grades. Groups in this type are Wrappers (A), Stained (S), Brokes (X), and Nondescript (N).

§ 29.6277 Injury.

Hurt or impairment. (See rule 13, § 29.6349.)

§ 29.6278 Leaf scrap.

A byproduct of unstemmed tobacco. Leaf scrap results from handling unstemmed tobacco and consists of loose and tangled whole or broken leaves.

§ 29.6279 Leaf structure.

The cell development of a leaf as indicated by its porosity. (See chart, § 29.6371.)

§ 29.6280 Length.

The linear measurement of cured tobacco leaves from the butt of the midrib to the extreme tip. (See chart, § 29.6371.)

§ 29.6281 Lot.

A pile, basket, bulk, package, or other definite unit.

§ 29.6282 Maturity.

The degree of ripeness. (See chart, § 29.6371.)

§ 29.6283 Mixed color (M).

Normal colors of air-cured type 61 mixed in various proportions. Golden brown, light brown, reddish brown, and greenish hues may be included.

§ 29.6284 Nested.

Any tobacco which has been loaded, packed, or arranged to conceal foreign matter or tobacco of inferior grade, quality, or condition. (See rule 20, § 29.6356.)

§ 29.6285 Offtype.

Tobacco of distinctly different characteristics which cannot be classified as type 61. (See rule 20, § 29.6356.)

§ 29.6286 Order (case).

The state of tobacco with respect to its moisture content.

§ 29.6287 Package.

A hogshead, tierce, case, bale, or other securely enclosed parcel or bundle.

§ 29.6288 Packing.

A lot of tobacco consisting of a number of packages submitted as one definite unit for sampling or inspecting. It is represented to contain the same kind of tobacco and has a common identification number or mark on each package.

§ 29.6289 Quality.

A division of a group or the second factor of a grademark based on the relative degree of one or more elements of quality in tobacco.

§ 29.6290 Semicured.

Tobacco in the process of being cured or which is partially but not thoroughly cured. Semicured includes tobacco which contains fat stems, wet butts, swelled stems, or stems that have not been thoroughly dried in the curing process. (See rule 20, § 29.6356.)

§ 29.6291 Side.

A certain phase of quality, color, or length as contrasted with some other phase of quality, color, or length; or any peculiar characteristic of tobacco.

§ 29.6292 Sound.

Free of damage.

§ 29.6293 Special factor.

A symbol or term authorized to be used with specified grades. Tobacco to which a special factor is applied may meet the general specifications but has a peculiar side or characteristic which tends to modify the grade. (See rule 9, § 29.6345.)

§ 29.6294 Stained.

A term applied to tobacco that has been blackened, bruised, or discolored by excessive moisture. (See rules 18 and 20, §§ 29.6354 and 29.6356.)

§ 29.6295 Stem.

The midrib or large central vein of a tobacco leaf.

§ 29.6296 Stemmed.

A form of tobacco, including strips and strip scrap, from which the stems or midribs have been removed.

§ 29.6297 Strips.

The sides of a tobacco leaf from which the stem has been removed or a lot of tobacco composed of strips.

§ 29.6298 Subgrade.

Any grade modified by a special factor symbol.

§ 29.6299 Sweated.

The condition of tobacco which has passed through one or more fermentations natural to tobacco packed with a normal percentage of moisture. This condition is sometimes described as aged.

§ 29.6300 Sweating.

The condition of tobacco in the process of fermentation.

§ 29.6301 Tobacco.

Tobacco as it appears between the time it is cured and stripped from the stalk, or primed and cured, and the time

it enters into the different manufacturing processes. The acts of stemming, sweating, and conditioning are not regarded as manufacturing processes. Tobacco, as used in these standards, does not include manufactured or semimanufactured products, stems, cuttings, clippings, trimmings, siftings, or dust.

§ 29.6302 Tobacco products.

Manufactured tobacco, including cigarettes, cigars, smoking tobacco, chewing tobacco, and snuff.

§ 29.6303 Type.

A division of a class of tobacco having certain common characteristics and closely related grades. Tobacco which has the same characteristics and corresponding qualities, colors, and lengths is classified as one type, regardless of any factors of historical or geographical nature which cannot be determined by an examination of the tobacco.

§ 29.6304 Type 61.

That type of shade-grown tobacco known as Connecticut Valley Shade-grown, produced principally in the Connecticut Valley section of Connecticut and Massachusetts.

§ 29.6305 Undried.

The condition of unfermented tobacco which has not been air-dried or steam-dried.

§ 29.6306 Uniformity.

An element of quality which describes the consistency of a lot of tobacco. (See rule 12, § 29.6348.)

§ 29.6307 Unstemmed.

A form of tobacco, including whole leaf and leaf scrap, from which the stems or midribs have not been removed.

§ 29.6308 Variegated.

Two or more contrasting colors or tints within a leaf. (See rule 15, § 29.6351.)

§ 29.6309 Wet.

Any sound tobacco containing excessive moisture to the extent that it is in unsafe or doubtful-keeping order. Wet applies to any tobacco which is not damaged but which is likely to damage if treated in the customary manner. (See rule 20, § 29.6356.)

RULES

§ 29.6336 Rules.

The application of these official standard grades shall be in accordance with the following rules.

§ 29.6337 Rule 1.

Each grade shall be treated as a subdivision of a particular type. When the grade is stated in an inspection certificate, the type also shall be stated.

§ 29.6338 Rule 2.

The determination of a grade shall be based upon a thorough examination of a lot or packing of tobacco or of an official sample of the lot or packing.

§ 29.6339 Rule 3.

The grade assigned to any lot or packing of tobacco shall be a true representation of the tobacco at the time of inspection and certification. If, at any time, it is found that a lot or packing of tobacco does not comply with the specifications of the grade previously assigned, it shall not thereafter be represented as such grade.

§ 29.6340 Rule 4.

Tobacco of the A, X, or S groups shall be placed straight in boxes or bales of normal size, weight, and shape with the butts out and tips overlapping sufficiently to make a level, solid, and uniform pack. All sides of the bales shall be completely covered with paper or other suitable protective material.

§ 29.6341 Rule 5.

A lot or packing of tobacco on the marginal line between two colors shall be placed in the color with which it best corresponds with respect to body or other associated elements of quality.

§ 29.6342 Rule 6.

Any lot or packing of tobacco which meets the specifications of two grades shall be placed in the higher grade.

§ 29.6343 Rule 7.

A lot or packing of tobacco meets the specifications of a grade when it is not lower in any element of quality than the degree stated in grade specifications and does not exceed the tolerance(s) of such grade.

§ 29.6344 Rule 8.

In determining the grade of a lot or packing of tobacco, the lot or packing as a whole shall be considered. Minor irregularities which do not affect over 1 percent of the tobacco shall be overlooked.

§ 29.6345 Rule 9.

Any special factor approved by the Director of the Tobacco Division, Consumer and Marketing Service, may be used after a grademark to show a peculiar side or characteristic of the tobacco which tends to modify the grade.

§ 29.6346 Rule 10.

Interpretations, the use of specifications, and the meaning of terms shall be in accordance with determinations or clarifications made by the Chief of the Standards and Testing Branch, and approved by the Director.

§ 29.6347 Rule 11.

The use of any grade may be restricted by the Director during any marketing season when it is found that the grade is not needed or appears in insufficient volume to justify its use.

§ 29.6348 Rule 12.

Uniformity shall be expressed in percentages. These percentages shall govern the portion of a lot or packing which must meet each specification of the grade; the remaining portion must be closely related. Specified percentages of uniformity shall not affect limitations established by other rules.

§ 29.6349 Rule 13.

Injury tolerance shall be expressed in percentages. The appraisal of injury shall be based upon the percentage of affected wrapper cutting area or the degree of injury.

§ 29.6350 Rule 14.

Fleck shall be included only in A2FL, A3FL, N1, and N2.

§ 29.6351 Rule 15.

Any lot or packing of tobacco containing over 10 percent of variegated leaves shall be designated by the color symbol "K" in natural wrappers and "KG" in candela wrappers.

§ 29.6352 Rule 16.

Any lot or packing of L- or F-colored natural wrapper tobacco containing over 10 percent of greenish leaves shall be designated by the color symbol "V".

§ 29.6353 Rule 17.

Any lot or packing of natural wrapper tobacco containing over 10 percent of green leaves shall be designated by the color symbol "G".

§ 29.6354 Rule 18.

Stained tobacco shall be included only in grades of the S and N groups.

§ 29.6355 Rule 19.

Crude leaves shall be included only in N2.

§ 29.6356 Rule 20.

Tobacco shall be designated "N2" when it is crude, damaged, dirty, improperly packed, nested, offtype, semicured, wet, or when it contains foreign matter, is stained over 20 percent, or has an odor foreign to the type.

ELEMENTS OF QUALITY

§ 29.6371 Elements of quality and degrees of each element.

These words or terms are used to determine tobacco quality. Characteristics which constitute general quality are designated as elements of quality. The range within each element is expressed by words or terms designated as degrees.

Elements	Degrees		
Body	Thin	Medium	Heavy.
Color shade	True	Dusky	Dull.
Maturity	Ripe	Unripe	Immature.
Leaf structure	Open	Firm	Close.
Fiber size	Small	Medium	Large.
Fiber color	Blending	Contrasting	Clashing.
Injury tolerance	Expressed in percentages.		
Uniformity	do		
Length	Expressed in inches.		

GRADES FOR NATURAL (AIR-CURED) TOBACCO

§ 29.6386 Wrappers (A Group).

This group consists of tied, elastic tobacco having at least 90 percent of uninjured surface usable for cigar wrappers.

U.S. grades	Grade names, minimum specifications, and tolerances
A1L	Choice Golden Brown Natural Wrappers Thin, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A2L	Fine Golden Brown Natural Wrappers Medium body, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity 90 percent; injury tolerance, 10 percent.
A3L	Good Short Golden Brown Natural Wrappers Thin to medium body, true color shade, ripe, open, small and blending fibers, 14 inches or under in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A1F	Choice Light Brown Natural Wrappers Thin, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A2F	Fine Light Brown Natural Wrappers Medium body, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A3F	Good Short Light Brown Natural Wrappers Thin to medium body, true color shade, ripe, open, small and blending fibers, 14 inches or under in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A1M	Choice Mixed-color Natural Wrappers Thin, true color shades, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A2M	Fine Mixed-color Natural Wrappers Medium body, true color shades, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A3M	Good Short Mixed-color Natural Wrappers Thin to medium body, true color shades, ripe, open, small and blending fibers, 14 inches or under in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A2V	Fine Greenish Natural Wrappers Thin to medium body, true color shade, ripe, open small and blending fibers, over 14 inches in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A3V	Good Greenish Short Natural Wrappers Medium body, true color shade, ripe, open, small and blending fibers, 14 inches or under in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A2FL	Fine Fleck Natural Wrappers Thin to medium body, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A3FL	Good Fleck Short Natural Wrappers Heavy, ripe, firm, 14 inches or under in length. Uniformity, 90 percent; injury tolerance, 10 percent.
A3R	Good Reddish Brown Natural Wrappers Heavy, ripe, firm. Uniformity, 90 percent; injury tolerance, 10 percent.
A3K	Good Variegated Natural Wrappers Medium body, unripe, firm. Uniformity, 90 percent; injury tolerance, 10 percent.
A3G	Good Green Natural Wrappers Heavy, immature, close. Uniformity, 90 percent; injury tolerance, 10 percent.

§ 29.6387 Stained (S Group).

This group consists of tied, stained tobacco from the A group.

U.S. grades	Grade names, minimum specifications, and tolerances
S1	Choice Stained Natural Wrappers Thin, true color shades, ripe, open, over 14 inches in length. Uniformity, 85 percent. Tolerances: 5 percent injury, 10 percent stain parallel to the midrib.
S2	Fine Stained Natural Wrappers Medium body, ripe, open, over 14 inches in length. Uniformity, 70 percent. Tolerances: 10 percent injury, 20 percent stain.

§ 29.6388 Brokes (S Group).

This group consists of tied, highly injured tobacco from the A group.

U.S. grades	Grade names and minimum specifications
X1	Choice Natural Brokes Medium body, true color shades, ripe, open. Minimum wrapper yield, 50 percent.
X2	Fine Natural Brokes Medium body, ripe, open. Minimum wrapper yield, 25 percent.

§ 29.6389 Nondescript (N Group).

Tobacco which does not meet the specifications of the lowest grade in any other group. This tobacco may be tied in hands or packed loose.

U.S. grades	Grade names and specifications
N1	Best Natural Nondescript Any tobacco except N2 which does not meet the specifications of the lowest grade in the A, S, or X groups.
N2	Lowest Natural Nondescript Any tobacco classified as crude, damaged, dirty, nested, offtype, semicured, or wet; tobacco that is improperly packed, contains foreign matter, is stained over 20 percent, or has an odor foreign to the type.

GRADES FOR CANDELA-CURED TOBACCO

§ 29.6396 Wrappers (A Group).

This group consists of tied, elastic tobacco having at least 90 percent of uninjured surface usable for cigar wrappers.

U.S. grades	Grade names, minimum specifications, and tolerances
A1LG	Choice Light Green Candela Wrappers Thin, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A1G	Choice Green Candela Wrappers Medium body, true color shade, ripe, open, small and blending fibers, over 14 inches in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A2G	Fine Green Short Candela Wrappers Medium body, true color shade, ripe, open, small and blending fibers, 14 inches or under in length. Uniformity, 95 percent; injury tolerance, 5 percent.
A3YG	Good Yellowish Green Candela Wrappers Thin to medium body, ripe, open, medium-sized and contrasting fibers. Uniformity, 90 percent; injury tolerance, 10 percent.
A3FL	Good Fleck Candela Wrappers Thin to medium body, ripe, firm. Uniformity, 90 percent; injury tolerance, 10 percent.
A3KG	Good Dark Green and Variegated Candela Wrappers Heavy, unripe, close. Uniformity, 90 percent; injury tolerance, 10 percent.

§ 29.6397 Brokes (X Group).

This group consists of tied, highly injured tobacco from the A group.

U.S. grades	Grade names and minimum specifications
X1	Choice Candela Brokes Medium body, true color shades, ripe, open. Minimum wrapper yield, 50 percent.
X2	Fine Candela Brokes Medium body, ripe, firm. Minimum wrapper yield, 25 percent.

§ 29.6398 Nondescript (N Group).

Tobacco which does not meet the specifications of the lowest grade in any other group. This tobacco may be tied in hands or packed loose.

U.S. grades	Grade names and specifications
N1	Best Candela Nondescript Any tobacco except N2 which does not meet the specifications of the lowest grades in the A or X groups.
N2	Lowest Candela Nondescript Any tobacco classified as crude, damaged, dirty, nested, offtype, semicured, or wet; tobacco that is improperly packed, contains foreign matter, or has an odor foreign to the type.

SUMMARY OF STANDARD GRADES

§ 29.6406 Summary of standard grades.

NATURAL (AIR-CURED)

Wrappers

A1L	A2F	A3M	A3FL
A2L	A3F	A2V	A3R
A3L	A1M	A3V	A3K
A1F	A2M	A2FL	A3G

Stained

S1 S2

Brokes

X1 X2

Nondescript

N1 N2

CANDELA-CURED

Wrappers

A1LG	A3YG
A1G	A3FL
A2G	A3KG

Brokes

X1 X2

Nondescript

N1 N2

KEY TO STANDARD GRADEMARKS

§ 29.6411 Key to standard grademarks.

Groups	*Qualities*
A—Wrappers.	1—Choice.
S—Stained.	2—Fine.
X—Brokes.	3—Good.
N—Nondescript.	

Colors

L—Golden brown.	LG—Light green.
F—Light brown.	YG—Yellowish green.
M—Mixed color.	KG—Dark green, or dark green and variegated mixed.
V—Greenish.	
FL—Fleck.	
R—Reddish brown.	
K—Variegated.	
G—Green.	

(49 Stat. 734; 7 U.S.C. 511m)

Done at Washington, D.C., this 29th day of January 1971.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[FR Doc.71-1493 Filed 2-2-71;8:53 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 17]

BREAD

Identity Standard; Listing of Papain as an Optional Ingredient

Notice is given that a petition has been filed by CPC International, Inc., International Plaza, Englewood Cliffs, N.J. 07632, proposing that the standard of identity for bread (21 CFR 17.1) be amended to permit papain preparations obtained from papaya to be listed as optional ingredients.

Grounds given in support of the proposal are that:

1. Papain is generally recognized as safe (21 CFR 121.101).

2. Papain improves the handling characteristics and machinability of dough and improves the grain and texture of bread.

3. Papain is effective in both the conventional "sponge and dough" process and the continuous process for making bread.

The petitioner proposes that § 17.1(a) (6) (ii) be revised to add papain preparations obtained from papaya to the ingredients already provided for therein, including the provision for a suitable harmless carrier.

Papain, if used as an optional ingredient, would not be required to be designated on the label of the bread. This is consistent with the provisions of the bread standard since the other enzymes listed in paragraph (a) (6) (ii) are not so required.

Due to cross-references, adopting the proposal would have the effect of providing for papain as an optional ingredient in enriched bread, milk bread, raisin bread, and whole wheat bread (§§ 17.2, 17.3, 17.4, and 17.5).

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120), interested persons are invited to submit their views in writing (preferably in quintuplicate) regarding this proposal within 60 days after its date of publication in the FEDERAL REGISTER. Such views and comments should be addressed to the Hearing Clerk, Department of Health, Education, and Welfare, Room 6-62, 5600 Fishers Lane, Rockville, MD 20852, and may be accompanied by a memorandum or brief in support thereof.

Dated: January 26, 1971.

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

[FR Doc.71-1391 Filed 2-2-71;8:46 am]

DEPARTMENT OF THE INTERIOR

Oil Import Administration

[32A CFR Ch. X]

[Oil Import Reg. 1 (Rev. 5)]

SHIPMENTS OF NO. 2 FUEL OIL FROM PUERTO RICO; DISTRICT I

Notice of Proposed Rule Making

In order to remove deterrants to shipments of No. 2 fuel oil from Puerto Rico and thus broaden the base for purchases of such oil in the Western Hemisphere, it is proposed to add to paragraph (b) of section 15 (Allocations of crude oil and unfinished oils—Puerto Rico) of Oil Import Regulation 1 (Revision 5) as amended (33 F.R. 3062), the following three new sentences: "However, such a person's allocation for the period beginning April 1, 1972, shall not be reduced by reason of the shipment of No. 2 fuel oil, or the sale of No. 2 fuel oil which was shipped, to a recipient in District I during the calendar year 1971, if that recipient holds an allocation of imports of No. 2 fuel oil into District I and relinquishes to the Administrator a quantity of imports under such allocation equal to the quantity of No. 2 fuel oil which was shipped or which was sold and so shipped. As used in this paragraph, the term "No. 2 fuel oil" means only No. 2 fuel oil which is derived from crude oil produced in the Western Hemisphere (North America, Central America, South America, and the West Indies)." Final action on the proposal will be subject to the concurrence of the Director of the Office of Emergency Preparedness.

Interested persons are invited to submit written comments upon the proposal to the Administrator, Oil Import Administration, Department of the Interior, Washington, D.C. 20240, within a period of thirty (30) days from the date of publication of this notice in the FEDERAL REGISTER. Each person who submits comments is asked to provide fifteen (15) copies.

RALPH W. SNYDER, Jr.,
Acting Administrator,
Oil Import Administration.

FEBRUARY 1, 1971.

[FR Doc.71-1691 Filed 2-2-71;10:48 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 117]

[CGFR 70-156]

SHEEPSCOT RIVER, MAINE

Drawbridge Operation

1. The Chief, Office of Operations, U.S. Coast Guard is considering requests from the Marine Central Railroad Co. to establish special operation regulations for its bridges across the Sheepscot River Mile 15 and the Maine State Highway Commission to revise the special operation regulations for its bridge across the Sheepscot River Mile 14. These requests were made for the purpose of reducing operating expenses in view of the infrequent openings currently required. Present regulations governing the Maine Central Railroad require that the draw be opened promptly on signal. The draws of the Maine State Highway bridge are presently required to be opened on signal from June 1 through September 30 from 9 a.m. to 9 p.m. Advance notice is required from June 1 through September 30 from 9 p.m. to 9 a.m. to be given to the drawtender while he is on duty. From October 1 through May 31, 24 hours' advance notice is required. The proposed regulations would require at least 24 hours' advance notice at all times.

2. It is proposed that Part 117 be amended by revising § 117.5a to read as follows:

§ 117.5a Sheepscot River, Maine.

(a) *Maine State Highway Commission bridge, Mile 14.* The draw need not be opened for the passage of vessels unless at least 24 hours' advance notice has been given to the Maine State Highway Commission, Augusta, Maine, in person, in writing, or by telephone.

(b) *Maine Central Railroad Company bridge, mile 15.0.* The draw need not be opened for the passage of vessels unless at least 24 hours' advance notice has

been given to the railroad's agent at Wiscasset in person, in writing, or by telephone.

Authority for this section is set forth in section 5, 28 Stat. 362 as amended (33 U.S.C. 499), section 6(g)(2) of the Department of Transportation Act (49 U.S.C. 1655(g)(2), 49 CFR 1.46(c)(5) (35 F.R. 4959) and 33 CFR 1.05-1(c)(4) (35 F.R. 15922).

3. Interested persons may participate in this proposed rule making by submitting written data, views, arguments, or comments as they may desire on or before March 8, 1971. All submissions should be made in writing to the Commander, First Coast Guard District, J. F. Kennedy Federal Building, Government Center, Boston, Mass. 02203.

4. It is requested that each submission state the subject to which it is directed, the specific wording recommended, the reason for any recommended change, and the name, address and firm or organization, if any, of the person making the submission.

5. Each communication received within the time specified will be fully considered and evaluated before final action is taken on the proposal in this document. This proposal may be changed in light of the comments received. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, First Coast Guard District.

6. After the time set for the submission of comments by the interested parties, the Commander, First Coast Guard District will forward the record, including all written submissions and his recommendations with respect to the proposals and the submissions, to the Chief, Office of Operations, U.S. Coast Guard, Washington, D.C. The Chief, Office of Operations will thereafter make a final determination with respect to these proposals.

Dated: January 27, 1971.

R. E. HAMMOND,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Operations.

[FR Doc.71-1423 Filed 2-2-71;8:48 am]

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 71-CE-1]

FEDERAL AIRWAY SEGMENTS

Proposed Alteration

The Federal Aviation Administration (FAA) is considering amendments to Part 71 of the Federal Aviation Regulations that would realign the segment of VOR Federal airway No. 159 between St. Joseph, Mo., and Omaha, Nebr., and extend V-307 with a west alternate from Pawnee City, Nebr., to Omaha.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, DC 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The airspace actions proposed in this docket would:

1. Realign V-159 between St. Joseph and Omaha via the intersection of the St. Joseph VORTAC 328° T (320° M) and Omaha VORTAC 155° T (147° M) radials.

2. Extend V-307 from the Pawnee City VORTAC direct to the Omaha VORTAC with a west alternate via the intersection of the Pawnee City VORTAC 003° T (354° M) and Omaha VORTAC 226° T (218° M) radials.

An increase in air traffic in the vicinity of Omaha requires an alteration of the airway structure in the terminal area. The proposed realignment of airways would provide a dual airway capability between St. Joseph and Omaha and between Pawnee City and Omaha.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on January 27, 1971.

T. MCCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[FR Doc.71-1471 Filed 2-2-71;8:51 am]

[14 CFR Part 71]

[Airspace Docket No. 71-WE-3]

CONTROL ZONE

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the description of the Palmdale, Calif., control zone.

Interested persons may participate in the proposed rulemaking by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace and Procedures Branch, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007, Worldway Postal Center, Los Angeles, CA 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Administration, 5651 West Manchester Avenue, Los Angeles, CA 90045.

The Lockheed Aircraft Corp. is presently installing an Instrument Landing System (ILS) at the Palmdale Production Flight Test Installation, Air Force Plant No. 42, Palmdale, Calif.

The ILS is being installed to serve Runway 25 and will be an improved alignment over the ILS formerly installed for Runway 22. Target date for commissioning is March 1, 1971. On completion of the flight inspection-acceptance check, the facility will be turned over to the Federal Aviation Administration. The ILS will be used primarily for checkout of airborne equipment of the Lockheed 1011 and as a training facility by air carrier aircraft conducting ILS training and proficiency flights.

Two new instrument approach procedures are proposed, one utilizing the ILS 086° T (071° M) and 266° T (251° M) bearings from the ILS LOM, and the VORTAC Runway 25 approach utilizing the 099° T (084° M) radial of the Palmdale VORTAC. The airspace requirements for these and the current VOR and TACAN 1 Runway 25 instrument approach procedures have been reviewed in accordance with the U.S. Standard for Terminal Instrument Procedures (TERPs). As a result of the review, control zone extensions are required for each procedure to provide controlled airspace protection for aircraft executing the prescribed instrument procedures while operating below 1,000 feet above the surface.

In consideration of the foregoing, the FAA proposes the following airspace action.

In § 71.171 (36 F.R. 2055) the description of the Palmdale, Calif., control zone is amended to read as follows:

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 2 miles each side of the Palmdale VORTAC 045° radial, extending from the 5-mile radius zone to 9 miles northeast of the VORTAC, 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 Airman's Information Manual.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(a)), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Los Angeles, Calif., on January 26, 1971.

LEE E. WARREN,
Acting Director, Western Region.

[FR Doc.71-1474 Filed 2-2-71;8:51 am]

[14 CFR Part 71]

[Airspace Docket No. 70-CE-122]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to alter the transition area at Montevideo, Minn.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, MO 64106. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, MO 64106.

A new instrument approach procedure has been developed for the Montevideo Municipal Airport, Montevideo, Minn. In addition, the criteria for designation of transition areas have been changed. Accordingly, it is necessary to alter the Montevideo transition area to adequately protect aircraft executing the new approach procedure and to comply with the new transition area criteria.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

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; and that airspace extending upward from 1,200 feet above the surface within 9½ miles southwest and 4½ miles northeast of the 313° and 133° bearings from the Montevideo Municipal Airport extending from 5 miles southeast of the airport to 18½ miles northwest of the airport; and within 5 miles each side of the 133° bearing from the Montevideo Municipal Airport extending from the airport to 12 miles southeast of the airport.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Kansas City, Mo., on January 13, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71-1475 Filed 2-2-71;8:51 am]

[14 CFR Part 71]

[Airspace Docket No. 70-CE-123]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to alter the transition area at Wisconsin Rapids, Wis.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, MO 64106. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, Federal Building, 601 East 12th Street, Kansas City, MO 64106.

A new instrument approach procedure has been developed for the Alexander Field-Southwood County Airport at Wisconsin Rapids, Wis. Accordingly, it is necessary to alter the Wisconsin Rapids transition area to adequately protect aircraft executing this new approach procedure.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

WISCONSIN RAPIDS, WIS.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Alexander Field-Southwood County Airport (latitude 44°21'30" 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.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Kansas City, Mo., on January 13, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71-1476 Filed 2-2-71;8:52 am]

[14 CFR Parts 71, 73, 75]

[Airspace Docket No. 70-WE-93]

RESTRICTED AREAS AND JET ROUTES

Proposed Designation and Revocation

The Federal Aviation Administration (FAA) is considering amendments to Parts 71, 73, and 75 of the Federal Aviation Regulations that would designate a joint-use restricted area near Green River, Utah, revoke the Hanksville, Utah, Restricted Area and designate jet route segments from Grand Junction, Colo., to Wilson Creek, Nev., and from Grand Junction to Bryce Canyon, Utah.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007, Worldway Postal Center, Los Angeles, CA 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules

Docket, 800 Independence Avenue SW., Washington, DC 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The Department of the Air Force has requested the designation of a restricted area at Green River, Utah, to provide for the launching of U.S. Army Pershing ballistic missiles. The proposed area would contain the first stage booster impact and, when required, the unignited second stage and missile warhead. A normal launch would result in the expended second stage and the warhead impacting in R-5107A, B, or C.

The proposed restricted area would overlie a portion of the existing R-6409. Consolidation of launch activities in the same general location provides a savings and improved support logistics. The Pershing ballistic missile firings to be conducted within the proposed restricted area cannot be accomplished within the existing R-6409. The Air Force has advised that firings will be individually scheduled and the proposed area and R-6409 and its associated fallout area R-6408 will not be activated at the same time. The proposed area would be activated for a period of approximately 90 days annually with the first period beginning April 1, 1971. Each successive period would be designated by a rule published in the FEDERAL REGISTER. Four 5-hour firing periods would be scheduled during the 90-day period. Thirteen missiles would be fired during each 5-hour period. For each missile firing the area would be utilized only long enough to clear the area of traffic and launch the missile. From launch to impact, the duration of the missile flight would be 8 minutes. During other times the area would be available for normal air traffic use.

The proposed jet routes would be used as alternate routes for J-60 and J-80 during the effective hours of the restricted area.

In view of the foregoing, the FAA proposes the following airspace actions:

1. R-6413, Green River, Utah, Restricted Area would be designated as follows:

Boundaries: Beginning at latitude 38°57'-00" N., longitude 110°09'40" W.; thence to latitude 38°46'03" N., longitude 110°06'00" W.; to latitude 38°31'30" N., longitude 109°57'00" W.; to latitude 38°31'30" N., longitude 109°51'00" W.; to latitude 38°33'-27" N., longitude 109°46'00" W.; to latitude 38°49'15" N., longitude 109°57'02" W.; to latitude 38°58'02" N., longitude 110°05'33" W.; thence to point of beginning.

Designated altitudes: Surface to unlimited.

Time of designation: From April 1, 1971, to June 30, 1971, unless canceled sooner by Notices to Airmen. All subsequent firing periods would be designated by a rule published in the FEDERAL REGISTER.

Controlling agency: Federal Aviation Administration, Denver ARTC Center.

Using agency: Air Force Special Weapons Center, Air Force Systems Command, Kirtland AFB, N. Mex.

2. A jet route would be designated from the Grand Junction, Colo., VOR TAC to the Wilson Creek, Nev., VOR TAC via the intersection of the Grand Junction 274° T (259° M) and Wilson Creek 067° T (052° M) radials.

3. A jet route would be designated from the Grand Junction, Colo., VOR TAV to the Bryce Canyon, Utah, VOR TAC via the intersection of the Grand Junction 232° T (217° M) and Bryce Canyon 090° T (075° M).

4. The Continental Control Area would be altered by adding the Green River Restricted Area, R-6413 and deleting R-6411 Hanksville, Utah.

5. The Hanksville, Utah, Restricted Area, R-6411, would be revoked.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on January 27, 1971.

T. MCCORMACK,
Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc.71-1472 Filed 2-2-71;8:51 am]

[14 CFR Part 75]

[Airspace Docket No. 70-WA-43]

AREA HIGH ROUTES

Proposed Designation

The Federal Aviation Administration (FAA) is considering an amendment to Part 75 of the Federal Aviation Regulations that would designate 10 area high routes in the western United States.

Amendments to Parts 71 and 75 of the Federal Aviation Regulations were published in the FEDERAL REGISTER (35 F.R. 10653) which established regulatory bases for the designation of specific area high and low routes.

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 airspace docket number and be submitted in triplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, DC 20590. All communications received within 60 days after publication of this notice in the FEDERAL REGISTER will be considered by the Administrator before taking action on the proposed rule. The proposal 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.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, DC 20590.

The FAA proposes to amend Part 75 of the Federal Aviation Regulations by designating area high routes as follows:

J-850R LOS ANGELES, CALIF., TO SAN FRANCISCO, CALIF.

Santa Barbara, Calif., 107.2°M/42.9 NM, lat. 34°06'54" N, long. 119°02'55"W;
Santa Barbara, Calif., 316°M/39.1 NM, lat. 35°05'05" N, long. 120°08'34" W;
Avenal, Calif., 241.9°M/34.1 NM, lat. 35°-31'34" N, long. 120°39'27" W;
Salinas, Calif., 151.4°M/27.1 NM, lat. 36°13'-15" N, long. 121°29'25" W;
Salinas, Calif., 265°M/26.5 NM, lat. 36°45'16" N, long. 122°08'26" W.

J-851R SAN FRANCISCO, CALIF., TO LOS ANGELES, CALIF.

Fresno, Calif., 257.1°M/92.6 NM, lat. 36°58'-59" N, long. 121°43'26" W;
Los Angeles, Calif., 297°M/26 NM, lat. 34°-13'24" N, long. 118°49'11" W.

J-852R LAS VEGAS, NEV., TO SAN FRANCISCO, CALIF.

Beatty, Nev., 119.7°M/63.5 NM, lat. 36°02'-22" N, long. 115°50'08" W;
Fresno, Calif., 292.1°M/70.9 NM, lat. 37°37'-39" N, long. 120°57'25" W.

J-853R LOS ANGELES, CALIF., TO PHOENIX, ARIZ.

Oceanside, Calif., 300.9°M/45.5 NM, lat. 33°-47'05" N, long. 118°03'03" W;
Yuma, Ariz., 024.6°M/57.4 NM, lat. 33°30'-58" N, long. 113°53'17" W;
Gila Bend, Ariz., 040.1°M/48.7 NM, lat. 33°-25'53" N, long. 111°53'17" W.

J-854R LOS ANGELES, CALIF., TO SACRAMENTO, CALIF.

Avenal, Calif., 137.2°M/102.6 NM, lat. 34°-06'54" N, long. 119°02'55" W;
Avenal, Calif., VORTAC, lat. 35°38'49" N, long. 119°58'40" W;
Stockton, Calif., VORTAC, lat. 37°50'01" N, long. 121°10'13" W.

J-855R DALLAS, TEX., TO SAN FRANCISCO, CALIF.

Wichita Falls, Tex., 121.5°M/104.7 NM, lat. 32°49'10" N, long. 97°02'28" W;
Wichita Falls, Tex., VORTAC, lat. 33°59'14" N, long. 98°35'35" W;
Texico, N. Mex., VORTAC, lat. 34°29'42" N, long. 102°50'21" W;
Socorro, N. Mex., 356.8°M/46.6 NM, lat. 35°-06'22" N, long. 106°39'21" W;
St. Johns, Ariz., 354.5°M/60 NM, lat. 35°-24'51" N, long. 108°57'44" W;
Tuba City, Ariz., 172.3°M/26.4 NM, lat. 35°-41'03" N, long. 111°20'14" W;
Boulder City, Nev., VORTAC, lat. 35°59'45" N, long. 114°51'46" W;
Beatty, Nev., 119.7°M/63.5 NM, lat. 36°-02'22" N, long. 115°50'08" W;
Fresno, Calif., 022.1°M/70.9 NM, lat. 37°-37'39" N, long. 120°57'25" W.

J-857R DENVER, COLO., TO SALT LAKE CITY, UTAH

Meeker, Colo., 077.8°M/68.4 NM, lat. 40°-00'10" N, long. 106°26'31" W;
Fairfield, Utah, VORTAC, lat. 40°16'30" N, long. 111°56'23" W.

J-858R DENVER, COLO., TO KANSAS CITY, MO.

Hill City, Kans., 268.3°M/93.5 NM, lat. 39°-29'41" N, long. 102°12'42" W;
Hill City, Kans., 348.7°M/13.6 NM, lat. 39°-29'09" N, long. 100°13'37" W;
Kansas City, Mo., 266°M/19 NM, lat. 39°-18'03" N, long. 94°59'53" W.

J-859R KANSAS CITY, MO., TO DENVER, COLO.

Salina, Kans., 070.9°M/124.9 NM, lat. 39°-13'06" N, long. 94°59'28" W;
Salina, Kans., 071°M/30 NM, lat. 38°58'04" N, long. 96°59'46" W;
Goodland, Kans., 273°M/25 NM, lat. 39°-29'41" N, long. 102°12'42" W.

J-861R EL PASO, TEX., TO LOS ANGELES, CALIF.

Truth or Consequences, N. Mex., 137.2°M/102 NM, lat. 31°48'03" N, long. 106°17'17" W;
San Simon, Ariz., 271°M/30 NM, lat. 32°-23'21" N, long. 109°50'03" W;
Phoenix, Ariz., 147°M/42 NM, lat. 32°46'04" N, long. 111°37'04" W;
Parker, Calif., 116.3°M/52.9 NM, lat. 33°-30'58" N, long. 113°53'17" W;
Parker, Calif., 255.3°M/102.5 NM, lat. 34°-05'40" N, long. 116°44'17" W.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on January 27, 1971.

T. MCCORMACK,
Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc.71-1473 Filed 2-2-71;8:51 am]

National Highway Traffic Safety Administration

[49 CFR Part 571]

[Docket No. 70-27; Notice 4]

HYDRAULIC BRAKE SYSTEMS

Motor Vehicle Safety Standard; Extension of Time for Comments

A notice of proposed amendment to 49 CFR 571.21, Federal Motor Vehicle Safety Standard No. 105, Hydraulic Brake Systems, was published on November 11, 1970 (35 F.R. 17345), with a closing date for comments of February 4, 1971. Borg & Beck Division of Borg-Warner Corp. has petitioned for an extension of the closing date in order to allow time for compilation of data from tests conducted on antilock brake systems, and to allow completion and testing of a vehicle with a brake system that can meet the proposed stopping distance requirements. In response to this request, the closing date for comments is hereby extended to March 4, 1971.

This notice is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegations of authority at 49 CFR 1.51 (35 F.R. 4955) and 49 CFR 501.8 (35 F.R. 11126).

Issued on January 28, 1971.

RODOLFO A. DIAZ,
Acting Associate Administrator, Motor Vehicle Programs.

[FR Doc.71-1373 Filed 2-2-71;8:45 am]

[49 CFR Part 571]

[Docket No. 69-18; Notice 3]

LAMPS, REFLECTIVE DEVICES, AND ASSOCIATED EQUIPMENT

Motor Vehicle Safety Standard

Standard No. 108, establishing requirements for lighting equipment and reflective devices on motor vehicles, was amended in several respects on October 31, 1970 (35 F.R. 16840). One of these amendments deleted the provisions in SAE Standard J590b, "Automotive Turn Signal Flasher", and SAE Standard J945, "Vehicular Hazard Warning Signal Flasher," incorporated by reference in Standard No. 108, that specified a sample size and a permissible failure rate for the items tested. In response to an objection by an interested manufacturer that this particular amendment was not included in the prior notice of proposed rule making (35 F.R. 106, Jan. 3, 1970), this amendment has been revoked by notice issued today (36 F.R. 1896) and the amendment is hereby set forth as a proposal to allow interested parties opportunity to comment.

The SAE provisions in question specify that 50 items shall be "submitted for test", that 20 items shall be chosen from the 50, and that "at least 17 out of 20 samples" shall meet the requirements. These provisions are considered by this agency, both as policy and as a legal matter, to be inappropriate for a motor vehicle safety standard in light of the purposes and language of the National Traffic and Motor Vehicle Safety Act, which in section 108(a)(1) requires that no person shall manufacture any item or equipment that does not conform to applicable "standards", defined in part as "minimum standards for motor vehicle performance."

This agency does not, however, accept the proposition that every change in detail made from a notice of proposed rule making must be resubmitted as a proposal before a final rule may be issued. In this area of complex technical rule making, such a practice would greatly increase the number of notices that would have to be issued, without corresponding public benefit. It does not appear to be mandated by the Administrative Procedure Act's provision (5 U.S.C. 553) that notices of proposed rule making shall include "either the terms of substance of the proposed rule or a description of the subjects and issues involved."

In consideration of the foregoing, it is proposed that 49 CFR 571.21, Motor Vehicle Safety Standard No. 108, S4.4.2, Table I, and Table III thereof, be amended as follows:

1. S4.4.2 would be amended by adding the following sentence at the end thereof: "The sampling provisions in these standards shall be omitted".

2. Table I, Column 4, and Table III, Column 5 would be amended by changing "J590b, October 1965" to read "J590b, October 1965, omitting sampling provisions".

3. Table I, Column 4, and Table III, Column 5 would be amended by changing "J945, February 1966" to read "J945, February 1966, omitting sampling provisions".

Interested persons are invited to submit data, views, and arguments concerning the proposed amendments. Comments are particularly invited on the leadtime and costs directly related to compliance with the proposal. Comments should refer to the docket number, and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 4223, 400 Seventh Street SW., Washington, DC 20591. It is requested, but not required, that 10 copies be submitted. All comments received before the close of business on March 4, 1971, will be considered and will be available in the docket at the above address for examination both before and after the closing date. To the extent possible, comments filed after the above date will also be considered. However, the rule-making action may proceed at any time after the date, and comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rule making. Relevant material will continue to be filed, as it becomes available, in the docket after the closing date, and it is recommended that interested persons continuing to examine the docket for new materials.

Proposed effective date: January 1, 1972.

This notice of proposed rule making is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegations of authority at 49 CFR 1.51 (35 F.R. 4955) and 49 CFR 501.8 (35 F.R. 11126).

Issued on January 28, 1971.

RODOLFO A. DIAZ,
Acting Associate Administrator, Motor Vehicle Programs.

[FR Doc.71-1372 Filed 2-2-71;8:45 am]

[49 CFR Part 571]

[Docket No. 71-5; Notice 1]

DOOR LOCKS AND DOOR RETENTION COMPONENTS

Motor Vehicle Safety Standard

This notice proposes to amend 49 CFR 571.21, Standard No. 206—Door Locks and Door Retention Components on Passenger Cars, Multipurpose Passenger Vehicles, and Trucks, so that its requirements would apply to any side door leading directly into a passenger compartment.

S4. of the Standard provides, in pertinent part, that "side door components referred to herein shall conform to this standard if any portion of a 90th-percentile two-dimensional manikin as described in SAE Practice J826, when positioned at any seating reference point, projects into the door opening area on the side elevation or profile view." Under this language, Standard No. 206 applies only to those side doors that are laterally opposite designated seating positions. The proposed amendment is intended to afford protection against ejection through side doors not only to those persons who, when seated, would project into the side door opening area, but also those persons who are either sitting farther from the door opening or standing anywhere in the compartment. As amended, the Standard would apply to all side doors leading into a passenger compartment containing one or more

seating accommodations. The Standard would apply to such doors regardless of the location of the seating accommodation within the compartment and regardless of whether the seating accommodation is a designated seating position.

In consideration of the above, it is proposed that S4. of Standard No. 206, in § 571.21 of Title 49, Code of Federal Regulations, be revised to read as follows:

§ 571.21 Federal Motor Vehicle Safety Standards.

* * * * *

MOTOR VEHICLE SAFETY STANDARD No. 206

DOOR LOCKS AND DOOR RETENTION COMPONENTS—PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, AND TRUCKS

* * * * *

S4. *Requirements.* Components on any side door leading directly into a compartment that contains one or more seating accommodations shall conform to this standard. However, components on folding doors, roll-up doors and doors that are designed to be easily attached to or removed from motor vehicles manufactured for operation without doors need not conform to this standard.

* * * * *

Comments are invited on the proposal, particularly on the leadtime required for compliance. Comments should identify the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 4223, 400 Seventh Street SW., Washington, DC 20591. Ten copies are requested, but not required.

All comments received before the close of business on April 5, 1971, will be considered, and will be available for examination at the above address both before and after the closing date. To the extent possible, comments filed after the above date will also be considered by the Administration. However, the rulemaking action may proceed at any time after that date, and comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rulemaking. The Administration will continue to file relevant material, as it becomes available, in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new materials.

Proposed effective date: January 1, 1972.

This notice of proposed rule making is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegations of authority at 49 CFR 1.51 (35 F.R. 4955) and 49 CFR 501.8 (35 F.R. 11126).

Issued on January 29, 1971.

RODOLFO A. DIAZ,
Acting Associate Administrator, Motor Vehicle Programs.

[FR Doc.71-1459 Filed 2-2-71;8:50 am]

[49 CFR Part 571]

[Docket No. 70-28; Notice 2]

NEW PNEUMATIC TIRES FOR PASSENGER CARS

Motor Vehicle Safety Standard; Extension of Time for Comments

A notice of a proposed amendment to Federal Motor Vehicle Safety Standard No. 109 to establish a new criterion for calculating the breaking energy value of the tire strength test was published on November 10, 1970 (35 F.R. 17272), with a closing date for comments of February 5, 1971. The Rubber Manufacturers Association has requested an extension of time to file comments to this docket, in order to make tests and prepare a statistical analysis of the results of the tests. In response to this request the closing date for comments is hereby extended to March 8, 1971.

This notice is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegations of authority at 49 CFR 1.51 (35 F.R. 4955) and 49 CFR 501.8 (35 F.R. 11126).

Issued on February 1, 1971.

RODOLFO A. DIAZ,
Acting Associate Administrator, Motor Vehicle Programs.

[FR Doc.71-1544 Filed 2-2-71;8:53 am]

ATOMIC ENERGY COMMISSION

[10 CFR Part 73]

PHYSICAL PROTECTION OF SPECIAL NUCLEAR MATERIAL

Notice of Proposed Rule Making

The Atomic Energy Commission is considering the amendment of its regulations in 10 CFR Part 73, "Physical Protection of Special Nuclear Material," to prescribe new requirements, in the interest of national security, to strengthen existing requirements for physical protection of special nuclear material while in transit.

A licensee of special nuclear material subject to Part 73 requirements would be required:

1. To provide for monitoring by an "authorized individual" of all shipments when such material is scheduled to be handled and is transported in a package which weighs less than 500 pounds; this requirement would supplement the hand-to-hand receipt system of physical protection presently required;

2. To conduct an appropriate investigation of each individual to be designated by the licensee as an "authorized individual" to support the belief that the individual is trustworthy;

3. To assure that all such material, which the licensee delivers to a carrier for transport or which he transports, will be physically protected as specified in Part 73; and

4. If he is the shipper, to make arrangements with the consignee to be notified of the arrival of a protected shipment at its destination, and, if he is the consignee, to notify the shipper of the arrival of a protected shipment at its destination.

Pursuant to the Atomic Energy Act of 1954, as amended, and section 553 of title 5 of the United States Code, notice is hereby given that adoption of the following amendments of 10 CFR Part 73 is contemplated. All interested persons who desire to submit written comments or suggestions should send them to the Secretary of the Commission, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Branch, within sixty (60) days after publication of this notice in the FEDERAL REGISTER. Comments received after that period will be considered if it is practicable to do so, but assurance of consideration cannot be given except as to comments filed within the period specified. Copies of comments on the proposed amendments may be examined at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C.

1. Section 73.1 is amended to read as follows:

§ 73.1 Purpose and scope.

This part prescribes requirements for the physical protection of special nuclear material by any person who is licensed pursuant to the regulations in Part 70 of this chapter and who exports, transports, or delivers to a carrier for transport in a single shipment, or possesses at any site or contiguous sites subject to control by the licensee, more than 5,000 grams of uranium 235 (contained in uranium enriched to 20 percent or more in the U235 isotope), uranium 233, or plutonium, or a combination thereof.

2. Section 73.3(b) is amended to read as follows:

§ 73.3 Definitions.

* * * * *

(b) "Authorized individual" means an individual, including an employee, a consultant, or an agent of a licensee, who after adequate background investigation, is reasonably believed by the licensee to be trustworthy and who has been designated in writing by the licensee to have responsibility for surveillance of special nuclear material.

* * * * *

3. Section 73.31 is amended to read as follows:

§ 73.31 Physical protection of special nuclear material in transit.

(a) Each licensee who transports or who delivers to a common or contract carrier for transport special nuclear material shall assure that such special nuclear material will be protected in transit as follows:

(1) Special nuclear material will be transported in the continuous personal custody of an authorized individual, or

(2) (i) Special nuclear material will be transported under the established procedures of a common or contract carrier which provide a system for the physical protection of valuable material in transit and require an exchange of hand-to-hand receipts at origin and destination and at all points en route where there is a transfer of custody.

(ii) A container the gross weight of which is less than 500 pounds shall be monitored by an authorized individual during a scheduled transfer from storage to a vehicle, from one vehicle to another, or from a vehicle to storage. The authorized individual shall be required to notify his employer and the carrier immediately of any deviation from, or attempted interference with, schedule or routing.

(b) Each licensee who delivers to a carrier for transport special nuclear material, shall immediately notify the consignee by telephone, telegram, or teletype, of the time of departure of the shipment, the method of transportation, including names of carriers, and the estimated time of arrival of the shipment at its destination. He shall also make arrangements with the consignee to be notified immediately by telephone, telegraph, or teletype, of the arrival of the shipment at its destination.

(c) In addition to the requirements specified in paragraphs (a), (b), and (e) of this section, each licensee who exports special nuclear material shall make arrangements with the consignee to be notified immediately by telephone, telegraph, or teletype, of the arrival of the shipment at its destination, or of any such shipment that is lost or unaccounted for after the estimated time of arrival at its destination.

(d) Each licensee who receives a shipment of special nuclear material shall immediately notify the person who delivered the material to a carrier for transport of the arrival of the shipment at its destination. In the event such a shipment fails to arrive at its destination at the estimated time, the consignee, if a licensee, or in the case of an export shipment, the licensee who exported the shipment, shall immediately notify by telephone, telegram, or teletype, the Director of the appropriate Atomic Energy Commission District Safeguards Office listed in Appendix A, and the licensee or other person who delivered the material to a carrier for transport.

(e) Each licensee who makes arrangements for physical protection of a shipment of special nuclear material as required by this section, shall immediately conduct a trace investigation of any shipment that is lost or unaccounted for after the estimated arrival time and file a report with the Commission as specified in § 73.42 and immediately report the results of his investigation by telephone, telegram, or teletype to the consignee.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 21st day of January 1971.

For the Atomic Energy Commission.

W. B. McCool,
Secretary of the Commission.

[FR Doc.71-1384 Filed 2-2-71;8:45 am]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 1047]

[No. MC-C-4000 (Sub-No. 4)]

MOTOR TRANSPORTATION OF PASSENGERS INCIDENTAL TO TRANSPORTATION BY AIRCRAFT

Notice of Proposed Rule Making

JANUARY 29, 1971.

Redefinition of the limits of the zone within which motor transportation of passengers having an immediately prior or subsequent movement by air from or to Philadelphia International Airport, Philadelphia, Pa., is exempt from economic regulation pursuant to section 203 (b) (7a) of the Interstate Commerce Act, defined in MC-C-4000, 95 M.C.C. 526 at pages 538-539.

Petitioner: Airport Shuttle Service, Inc. Petitioner's representative: H. James Conway, Jr., 1401 Market Tower, Wilmington, DE 19801. By petition filed January 21, 1971, the above-named petitioner requests the Commission to reopen the above proceeding for the purpose of specifically defining the limits of the zone within which may be performed motor transportation of passengers having an immediately prior or subsequent movement by air, pursuant to section 203(b) (7a) of the Interstate Commerce Act, within the Philadelphia, Pa., air terminal area. The limits of terminal areas at airports within which such transportation may be performed under the section 203(b) (7a) exemption were defined on July 17, 1964, in Motor Transportation of Passengers Incidental to Transportation by Aircraft, 95 M.C.C. 526, at pages 538-539 (49 CFR 1047.45). Petitioner here seeks to remove the exemption, in part, with respect to Philadelphia International Airport.

As presently defined, the Philadelphia, Pa., "passenger exempt zone", within which motor transportation is incidental to transportation by aircraft (except as may be individually determined), does not exceed in size the area encompassed by a 25-mile radius of the boundary of the airport at which the passengers arrive or depart, and by the boundaries of the commercial zones (as defined by the Commission) of any municipalities any part of whose commercial zones lie within the 25-mile radius of the pertinent airport. Petitioner requests the Commission to remove the exemption as to all points beyond a 7-mile radius of Philadelphia International Airport.

No oral hearing is contemplated at this time, but anyone, including petitioner, wishing to make representations in favor of, or against, the above-proposed revision of the limits of the "passenger exempt zone" at Philadelphia, Pa., may do so by the submission of written data, views, or arguments. An original and 15 copies of such data, views, or arguments, the original of which must be verified with respect to matters of fact contained therein, shall be filed with the Commission on or before April 2; 1971. Each such statement should include a statement of position with respect to the proposed revision, and a copy thereof should be served upon petitioner's representative.

In addition, one copy of each representation, reply, or any other pleading must be filed with:

Secretary,
Civil Aeronautics Board, Washington, D.C. 20423.

Copies of all representations, replies, or other pleadings filed with the Commission must show that service has been made upon the persons named above, in conformity with the Rule 1.22 of the Commission's general rules of practice.

Notice to the general public of the matter herein under consideration will be given by depositing a copy of this notice in the Office of the Secretary of the Commission for public inspection and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.71-1479 Filed 2-2-71;8:52 am]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Serial No. N-2573]

NEVADA

Notice of Proposed Classification of Public Lands for Transfer Out of Federal Ownership

JANUARY 26, 1971.

1. F.R. Doc. 70-15821 appearing at page 18067 of the issue of Wednesday, November 25, 1970, identified 3,720 acres of public land proposed to be classified for transfer out of Federal ownership under authority of section 8 of the Taylor Grazing Act (43 U.S.C. 316g). That notice did not contain a statement of reasons supporting the proposed classification as required by 43 CFR 2450.3(a). That notice is hereby amended to include the following:

A. BACKGROUND AND GENERAL DATA

1. The subject is vacant, unappropriated public land. There are no rights-of-way of record that cross the subject land.

2. There are no current or previous land classifications affecting the land. The land was previously proposed for classification for exchange pursuant to section 8 of the Taylor Grazing Act. This proposed classification was held invalid by the Office of Hearings and Appeals, Department of the Interior because the range users were not appropriately notified of the action.

3. There are no known Federal, State, or local programs known to affect the subject land.

4. The land is zoned M-3 "open use." The southern one-third portion of Washoe County, which includes the subject, is being currently included in a county comprehensive master plan.

5. The lands to the north and west of the subject are solidly blocked, private lands owned by North American Rockwell Corp. Lands to the south and east are alternately owned by Depaoli Brothers (livestock operators) and the Federal Government.

6. The subject parcels occupy the remote higher elevations of the Pah Rah Range of the Virginia Mountains. They are accessible by foot or horseback only. They are bordered by private lands on three sides and checkerboard public land on one side. They therefore, are isolated tracts and legal access to them by the public is at the discretion of North American Rockwell Corp. and Depaoli Brothers, the adjoining private land owners. The principal use is considered to be for summer livestock grazing and some wildlife use.

7. The subject comprises seven alternate sections with four sections occupying a west-east direction and three sections occupying a south to north direction. This land pattern reflects a backward "L" shape.

These lands reach the crest of the Pah Rah Range of the Virginia Mountains. They are located approximately 20 miles northeast of Reno/Sparks, Nev., and 10 miles northwest of Wadsworth/Fernley, Nev.

480 acres of the land occupy the White Hills and Olinghouse grazing allotments. The crest of the mountain is the demarcation line for these allotments. The allotments occupy the east side of the slope and North American Rockwell Corp. (Cottonwood Allotment) occupies the west side of the slope.

8. There is no legal access to the land. The only physical access available is via foot or horseback. The land is too remote and rough for vehicle traffic.

9. Primary vegetation consists of big sagebrush, scattered Juniper trees, bitterbrush and a mixture of annuals and grasses.

10. There is one fresh water spring in sec. 36 (T. 22 N., R. 22 E.). This spring is situated in the E½ of the section and is not included with the subject lands.

Cottonwood Creek, a seasonal body of water, crosses the approximate centers of sec. 34 (T. 21 N., R 22 E.). The creek's direction of flow is from east to west, primarily crossing North American Rockwell Corp. land.

There has been reported a seasonal water catchments at a spring located in sec. 12 (T. 21 N., R. 22 E.). These improvements could not be located by the examiner, however, if they do exist, the amount of water collected for livestock use would be minimal.

11. There is a range fence (Project No. 5008) that traverses the south section line (east-west direction) of sec. 36 (T. 21 N., R. 21 E.), secs. 32 and 34 (T. 21 N., R. 22 E.), and the northwest portion of sec. 36 (T. 21 N., R. 22 E.).

B. LAND USE CAPABILITIES

1. *Historical uses.* The historical uses of the land are wildlife habitat and livestock grazing.

2. *Present uses.* Approximately 3,270 acres of the subject is situated within the Cottonwood Grazing Allotment leased by North American Rockwell Corp. Approximately 450 acres of the subject is situated within the White Hills and Olinghouse Canyon grazing allotments leased to Depaoli Brothers. The boundary line separating these allotments is the ridge or summit of the Pah Rah mountain range. This mountain ridge runs in a north-south direction.

The land has not been classified for multiple-use management. The subject lands are among the last of the public land parcels remaining in the Cottonwood Grazing Allotment and North American Rockwell's Nevada Rocket Test facility. The land is in a checkerboard land ownership pattern, and the lands are without legal access.

No mineral exploration work or mining claim monuments were noted on the subject. County records were not searched for evidence of mining claims.

3. *Potential uses—Domestic livestock grazing.* The approximate carrying capacity for cattle of the subject is 12-18 ac./AUM. Due to elevation and prevalent winter precipitation, this area is limited to seasonal warmer month use.

Wildlife habitat. The land contains adequate deer and chukar habitat and population.

Mineral production. There is no evidence of mineral potential on the lands. U.S.G.S. reports that the lands are not valuable for any known minerals or geothermal resources.

Outdoor recreation. The lands would be suited to open space recreation usage with legal access. The land is accessible by foot and horse back only.

Timber production. The land is nontimbered.

Watershed protection. The land is not essential to watershed protection.

Wilderness preservation. The land contains no wilderness value.

Public purposes. The land has public value for open space recreation, wildlife habitat, and livestock grazing. It has no known public purpose value for State or local government uses or non profit recreation groups.

Occupancy. The land has no known value for residential, commercial, or industrial uses.

Agricultural. The land is nonagricultural in character.

C. LAND USE ANALYSIS AND CONCLUSIONS

The land has some value for livestock grazing, wildlife habitat, and open space recreation. The forage carrying capacity for livestock is considered low. Wildlife habitat for deer and chukar is considered average. The open space recreation value is considered marginal because the land is without physical or legal access. Use of the land is limited to North American Rockwell, the Depaoli Brothers, and their guests. It would be in the public interest to exchange the subject parcels for private lands with superior public values.

D. CLASSIFICATION CRITERIA

1. *43 CFR 2410.1.* The lands are suitable or adaptable to the uses or purposes for which they are classified.

The land classification will attempt to achieve maximum future uses and minimum disturbance to or dislocation of existing users.

The land classification is consistent with State and local government programs, plans, zoning, and regulations applicable to the area.

The land classification is consistent with Federal programs and policies affecting disposal of public lands.

2. *43 CFR 2420.2.* The subject lands are not needed for the stabilization and development of the livestock industry dependent upon Federal lands.

The subject lands are not needed to provide adequate areas of public hunting and public access thereto.

The subject lands are not needed for public beneficial utilization through leases such as Recreation and Public Purposes Act.

The subject lands are not needed to provided needed recreation, conservation, scenic areas, and open space.

3. *43 CFR Part 2430.* The subject lands are not needed for urban, suburban, or public purposes.

The subject lands have special values, arising from the interest of exchange proponents, for exchange for other lands which are needed for the support of Federal programs.

4. It is concluded that the subject lands are not needed for retention for Multiple-Use Management but are suited to private exchange disposal and should be so classified.

2. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, objections, or suggestions in connection with the proposed classification may present their views in writing to the District Manager, Bureau of Land Management, Carson City District Office, 801 North Plaza Street, Carson City, NV 89701.

For the State Director.

ROLLA E. CHANDLER,
Manager, Nevada Land Office.

[FR Doc.71-1406 Filed 2-2-71;8:47 am]

[Wyoming 17259]

WYOMING

Notice of Termination of Proposed Withdrawal and Reservation of Lands

JANUARY 27, 1971.

Notice of a Bureau of Land Management application, Wyoming 17259, for withdrawal and reservation of lands for an administrative site, was published as F.R. Doc. 69-1507 on pages 1776 and 1777 of the issue for February 6, 1969, and amended by F.R. Doc. 70-3237, on page 4712 of the March 18, 1970 issue. The Bureau now cancels its application insofar as it affects the following described land:

SIXTH PRINCIPAL MERIDIAN

T. 19 N., R. 105 W.,
Lot 5, except that portion therein described as follows: Beginning at a point 816.55' N., 17°56'40" E. of the quarter corner common to secs. 14 and 15, T. 19 N., R. 105 W., of the 6th P.M.; thence N. 12°22' E. a distance of 513.7 feet, thence S. 89° 41' E. a distance of 902.92 feet, thence S. 2°16' E. a distance of 779.4 feet, thence N. 74°54'30" W. a distance of 1,080 feet to the point of beginning.

The area described contains 27.40 acres.

Therefore, pursuant to the regulations contained in 43 CFR 2091.2-5, such lands, at 10 a.m. on February 26, 1971, will be relieved of the segregative effect of the above-mentioned application.

JOHN T. WASSERBURGER,
Acting State Director.

[FR Doc.71-1400 Filed 2-2-71;8:51 am]

Bureau of Mines

UNDERGROUND COAL MINES

Notice of Training Programs Required To Be Filed by Operators and Availability of Approved Training Programs

Part 75, Mandatory Safety Standards for Underground Coal Mines, published in the FEDERAL REGISTER for November 20, 1970 (35 F.R. 17890), provides as follows:

Section 75.160 *Training programs.* Every operator of a coal mine shall provide a program, approved by the Secretary, of training and retraining of both qualified and certified persons needed to carry out functions prescribed in the Act.

Section 75.160-1 *Plans for training programs.* On or before December 31, 1970, each operator shall submit to the District Manager a program or plan setting forth what, when, how, and where he will train and retrain persons whose work assignments require that they be certified or qualified. Such program shall provide: (a) For certified persons, annual training courses in methane measurement and oxygen deficiency testing, roof and rib control, ventilation, first aid, principles of mine rescue, and the provisions of this Part 75, and (b) for qualified persons, annual courses in performance of the tasks which they perform as qualified persons.

Section 75.1713-4 *First-aid training program; availability of instruction to all miners.* On or before June 30, 1971, each operator of an underground coal mine shall make available to all miners employed in the mine a course of instruction in first-aid conducted by the operator or under the auspices of the opertaor, and such a course of instruction shall be made available to newly employed miners within 6 months after the date of employment.

Section 75.1713-5 *First-aid training program; retraining of supervisory employees; availability to all miners.* Beginning January 1, 1971, each operator of an underground coal mine shall conduct refresher first-aid training courses each calendar year for all selected supervisory employees, and make available refresher first-aid training courses to all miners employed in the mine.

Section 75.1714 *Self-rescue device.* A self-rescue device approved by the Secretary shall be made available to each miner by the operator which shall be adequate to protect such miner for 1 hour or longer. Each operator shall train each miner in the use of such device.

Notice is hereby given, that each operator of an underground coal mine may, in carrying out the training requirements set forth above, submit proposed training programs in the following manner:

Training programs may be submitted directly to the Coal Mine Health and Safety District Manager for the District in which the mine is located.

Each proposed training program shall contain the following information:

Training staff. (1) Name and Bureau of Mines Identification No. of the mine.

(2) The name, occupation, and social security number of the person designated by the operator as responsible for health and safety training at the mine.

(3) The names, social security numbers, and titles (occupation), and training experience of each instructor who will participate in the training program.

(4) Specify the nature of the training to be provided, together with a training schedule and the proposed use of handout materials, such as pocket cards.

Certified persons. The proposed training and retraining programs for all certified persons shall specify the nature of the training to be provided and the time allocated to the following topics:

(1) First Aid;
(2) Methane Measurement and Oxygen Deficiency Testing;
(3) Roof and Rib Control;
(4) Ventilation;
(5) Principles of Mine Rescue; and,
(6) Provisions of the Coal Mine Health and Safety Act of 1969 and regulations pursuant thereto, where applicable.

Qualified persons. The proposed training programs for qualified persons shall specify:

(1) The training schedule and the training time allocated for annual training and retraining of all qualified persons in first aid; and,

(2) The proposed schedule and training time allocated for training qualified persons to perform the duties to which they are assigned.

The District offices of the Bureau of Mines have available for loan an approved first-aid course based on the most recent Revision of the Bureau of Mines First Aid Manual. A similar first aid instructional course is also available from the 3M Co. for $199, and will also be available after December 31, 1970, from the U.S. Government Printing Office for $5. All other training courses will be available from the Division of Education, Bureau of Mines, Pittsburgh, PA.

On and after February 1, 1971, courses for retraining certified persons, complete with illustrations and visuals will be available. Requests for these retraining programs should be addressed to:

Division of Education, Bureau of Mines, 4800 Forbes Avenue, Pittsburgh, PA 15213.

Upon request to the same address, the Bureau of Mines will mail to each mine operator instructions and pocket cards for use in training all underground personnel in the use of the self-rescuer.

On and after April 1, 1971, courses in ventilation, roof control, methane measurement, and oxygen deficiency testing will also be available upon written request from the Division of Education, Bureau of Mines.

Training programs may consist entirely of available Bureau of Mines programs, or entirely of company-developed programs, or a combination of both of these.

On and after April 1, 1971, where the operator chooses to employ training courses other than those available from the Division of Education, Bureau of Mines, such training courses must be submitted for approval to the Coal Mine Health and Safety District Manager for the District in which the mine is located prior to their installation and use.

The minimum requirements for training and retraining programs set forth above shall apply until further notice. Additional requirements for training and retraining programs will be published periodically by the Bureau to reflect improvements in training methods and techniques.

FRED J. RUSSELL,
Under Secretary of the Interior.

JANUARY 27, 1971.

[FR Doc.71-1407 Filed 2-2-71;8:47 am]

National Park Service

GRAND TETON NATIONAL PARK

Notice of Intention To Issue Concession Permit

Pursuant to the provisions of section 5, of the Act of October 9, 1965 (79 Stat. 969, 16 U.S.C. 20), public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior through the Superintendent, Grand Teton National Park, proposes to issue a concession permit to Arthur E. McCain authorizing him to provide boating concession facilities and services for the public on Jenny Lake in Grand Teton National Park for a period of approximately 5 years, January 1, 1971, through December 31, 1975.

The foregoing concessioner has performed his obligations under a prior permit to the satisfaction of the National Park Service and, therefore, pursuant to the Act cited above, is entitled to be given preference in the renewal of the permit and in the negotiation of a new permit. However, under the Act cited above, the National Park Service is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Superintendent, Grand Teton National Park, Post Office Box 67, Moose, WY 83012 for information as to the requirements of the proposed permit.

Dated: December 18, 1970.

HOWARD H. CHAPMAN,
Superintendent,
Grand Teton National Park.

[FR Doc.71-1413 Filed 2-2-71;8:48 am]

LAKE MEAD NATIONAL RECREATION AREA

Notice of Intention To Extend Concession Contract

Pursuant to the provisions of section 5, of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20); public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director of the National Park Service, proposes to extend the concession contract with Eldorado Canyon Resort, Inc., authorizing it to provide concession facilities and services for the public at Eldorado Canyon, Lake Mead National Recreation Area, for a period of two (2) years from January 1, 1970, through December 31, 1971.

The foregoing concessioner has performed its obligations under the expiring contract to the satisfaction of the National Park Service, and therefore, pursuant to the Act cited above, is entitled to be given preference in the renewal of the contract and in the negotiation of a new contract. However, under the Act cited above, the Secretary is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Chief, Office of Concessions Management, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: January 25, 1971.

THOMAS FLYNN,
Deputy Director,
National Park Service.

[FR Doc.71-1408 Filed 2-2-71;8:47 am]

LAKE MEAD NATIONAL RECREATION AREA

Notice of Intention To Extend Concession Contract

Pursuant to the provisions of section 5 of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20), public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director of the National Park Service, proposes to extend the concession contract with McCulloch Properties, Inc., authorizing it to provide concession facilities and services for the public at Lake Mead Marina within Lake Mead National Recreation Area, for a period of one (1) year from January 1, 1971, through December 31, 1971.

The foregoing concessioner has performed its obligations under the expired contract to the satisfaction of the National Park Service, and therefore, pursuant to the Act cited above, is entitled to be given preference in the renewal of the contract and in the negotiation of a new contract. However, under the Act cited above, the Secretary is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Chief, Office of Concessions Management, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: January 25, 1971.

THOMAS FLYNN,
Deputy Director,
National Park Service.

[FR Doc.71-1409 Filed 2-2-71;8:47 am]

LAKE MEAD NATIONAL RECREATION AREA

Notice of Intention To Extend Concession Contract

Pursuant to the provisions of section 5 of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20), public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director of the National Park Service, proposes to extend the concession contract with Las Vegas Boat Harbor, Inc., authorizing it to provide concession facilities and services for the public at the Las Vegas Wash Site, Lake Mead National Recreation Area, for a period of two (2) years from November 1, 1969, through October 31, 1971.

The National Park Service has determined that it is in the best interest of the United States to extend this expired contract in order to provide continuity of operation and services to the public while planning is completed for the future operation of the concession facility.

Under the Act cited above, the Secretary is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Chief, Office of Concessions Managment, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: January 25, 1971.

THOMAS FLYNN,
Deputy Director,
National Park Service.

[FR Doc.71-1410 Filed 2-2-71;8:47 am]

LAKE MEAD NATIONAL RECREATION AREA

Notice of Intention To Extend Concession Contract

Pursuant to the provisions of section 5 of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20), public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director of the National Park Service, proposes to extend the concession contract with McCulloch Properties, Inc., authorizing it to provide concession facilities and services for the public at Lake Mead Lodge, within Lake Mead National Recreation Area, for a period of one (1) year from January 1, 1971, through December 31, 1971.

United Kingdom (154 4-inch and 400 7-inch quadrupole coils). Multiple shipments will be made by each manufacturer of the indicated quantities. Final shipment to be made on or about June 1, 1971.

Intended use of article: The article will be used at the 200-BeV accelerator for research in high energy physics to attempt to understand the structure of matter and the forces holding it together at exceedingly small distances. A large variety of scientific exploratory experiments will be performed with protons accelerated by the accelerator to 200-BeV energy by scientists from U.S. universities and also from foreign high energy physics laboratories.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which the article is intended to be used, is being manufactured in the United States.

Reasons: The application relates to 692 pairs of magnet coils intended for use in 200-billion-electron-volt accelerator which is being constructed by the applicant institution for use in its laboratory as part of a research program in high energy physics. The construction schedule of the applicant requires the delivery of 850 pairs of bending magnet coils and 950 quadrupole magnets on or before April 10, 1971, to complete the accelerator in order to meet the scheduled program of experiments. The National Bureau of Standards (NBS) in its memorandum of August 17, 1970, advised that the applicant's construction schedule is technically proper. The applicant sent invitations to bid to 11 domestic manufacturers, six of which responded with bids. One of the six respondents was considered unqualified to manufacture either the bending magnet coils or the quadrupole magnets. (This manufacturer was, however, awarded a contract for a different type of coil.) Another domestic manufacturer was already under contract to the applicant for certain types of coils and magnets and, consequently, was unable to meet the delivery schedules required for the bending magnet coils and quadrupole magnets. The four remaining domestic companies were awarded contracts for 850 magnet coils. This exhausted the capacity of the domestic manufacturers to produce the magnet coils within the specified delivery time.

In order to preclude any delay in completing the accelerator, the applicant solicited bids from foreign manufacturers. We find that the delay which would be caused in awaiting the freeing of domestic capacity for the manufacture of scientifically equivalent magnet coils would seriously impair the achievement of the applicant's research program. Therefore, the excessive delivery time provisions of § 602.1(g) of the above-cited regulations have been satisfied with respect to the magnet coils to which this application relates.

CHARLEY M. DENTON,
Bureau of Domestic Commerce.

[FR Doc.71-1386 Filed 2-2-71;8:45 am]

NATIONAL INSTITUTES OF HEALTH

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 70-00626-33-11000. Applicant: National Institutes of Health, National Institute of Mental Health, Building 10, Room 2D-46, 9000 Rockville Pike, Bethesda, MD 20014. Article: Gas chromatograph-mass spectrometer, Model LKB 9000. Manufacturer: LKB Produkter A.B., Sweden.

Intended use of article: The article will be used for studies of the identification and quantitative analysis of minute quantities of very wide range of metabolites, to examine their subtle differences and thus further the understanding of the biochemical factors involved in mental illness. Research concerns inborn errors of metabolism, such as phenylketonuria; cerebrospinal fluid; and how drugs differ in efficiency in different patients because they may be distributed or metabolized differently or affect metabolic systems to different extents.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article is a single unit in which the functions of a gas chromatograph, molecular separator (or interface), and a mass spectrometer have been integrated. There are domestic manufacturers which are in a position to offer to supply some of these components to be combined with a component (or with components) produced by another domestic manufacturer. However, this is not considered to constitute a "reasonable combination of instruments" within the purview of § 602.1(e) of the regulations, unless (a) the domestic manufacturer offering to furnish the combination undertakes to functionally integrate the instruments as a single operating unit and, (b) establish through appropriate test procedures the performance specifications of the chromatographic and spectrometric functions as a single unit. (See decisions on Docket No. 67-00108-33-11000, 33 F.R. 597, January 17, 1968; Docket No. 68-00516-01-11000, 33 F.R. 11097, August 3, 1968, and Docket No. 69-00446-01-11000, 34 F.R. 13336 and 13337, August 16, 1969.) We note that three instruments meeting these criteria are being manufactured in the United States—the Model 1015 manufactured by Finnigan Instrument Corp. (Finnigan); the GC/MS-66 system manufactured by Varian Associates (Varian); and the Model 270 GC-DF manufactured by Perkin-Elmer Corp. (P-E). A comparison of the Finnigan Model 1015 with the foreign article shows that this domestic instrument has a specified sensitivity of 100 nanograms of cholesterol injected into the gas chromatograph column, whereas the foreign article has a specified sensitivity of 10 nanograms of cholesterol injected into the gas chromatograph column. This indicates that the foreign article can produce a meaningful spectrum with a sample of one-tenth of that required to produce a meaningful spectrum with the Finnigan Model 1015 and that the sensitivity of the foreign article exceeds that of this domestic instrument by a factor of 10. It is also noted that the foreign article can achieve this sensitivity with a corresponding resolution of 750 to a 10 percent valley definition, whereas the Finnigan Model 1015 has a maximum specified resolution that is equivalent to 500 at the 10 percent valley definition.

In regard to the Varian GC/MS-66 system, the specified sensitivity of the foreign article also exceeds the specified sensitivity of this domestic instrument by a factor of 10. The quoted specification for the sensitivity of the P-E Model 270 GC-DF is "less than 3×10^{-9} gram/second of methyl stearate will produce a spectrum with a signal-to-noise ratio substantially greater than 1 at parent mass peak, for 1 second/decade scan rate."

On the basis of these specifications, the sensitivity of the foreign article exceeds that of the P-E Model 270 GC-DF by a factor of 500. Since the applicant's research program involves the investigation of many compounds which are available only in minute quantities, the greater sensitivity of the foreign article is pertinent to the applicant's research studies.

For this reason, we find that none of the three domestic instruments cited above is of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other combination of instruments being manufactured in the United States and being offered as a functionally integrated single instrument, which is of equivalent scientific value to the foreign article for the purposes, for which this article is intended to be used.

CHARLEY M. DENTON,
Bureau of Domestic Commerce.

[FR Doc.71-1387 Filed 2-2-71;8:45 am]

NORTHWESTERN UNIVERSITY ET AL.

Notice of Consolidated Decision on Applications for Duty-Free Entry of Scientific Articles

The following is a consolidated decision on applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this consolidated decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, DC 20230.

Decision: Applications denied. Applicants have failed to establish that instruments or apparatus of equivalent scientific value to the foreign articles, for such purposes as the foreign articles are intended to be used, are not being manufactured in the United States.

Reasons: Section 602.5(e) of the regulations provides in pertinent part:

> The applicant shall on or before the 20th day following the date of such notice [of denial without prejudice to resubmission], inform the Administrator whether it intends to resubmit another application for the same article to which the denied application relates. The applicant shall then resubmit the new application on or before the 90th day following the date of the notice of denial without prejudice to resubmission, unless an extension of time is granted by the Administrator in writing prior to the expiration of the 90-day period. * * * If the applicant fails within the applicable time periods specified above, to either (1) inform the Administrator whether it intends to resubmit another application for the same article to which the denial without prejudice to resubmission relates, or (2) resubmit the new application, the prior denial without prejudice to resubmission shall have the effect of a final decision by the Administrator on the application within the context of the paragraph (d) of this section.

The meaning of the section is that should an applicant either fail to notify the Administrator of its intent to resubmit another application for the same article to which the denial without prejudice relates within the 20-day period, or fails to resubmit a new application within the 90-day period, the prior denial without prejudice to resubmission will have the effect of a final denial of the application.

None of the applicants to which this consolidated decision relates has satisfied the requirements set forth above, therefore, the prior denials without prejudice have the effect of a final decision denying their respective applications.

Section 602.5(e) further provides:

> * * * the Administrator shall submit a summary of the prior denial without prejudice to resubmission to the FEDERAL REGISTER for publication, to the Commissioner of Customs, and to the applicant.

Each of the prior denials without prejudice to resubmission to which this consolidated decision relates was based on the failure of the respective applicants to submit the required documentation, including a completely executed application form, in sufficient detail to allow the issue of "scientific equivalency" to be determined by the Administrator.

Docket No. 68-00459-33-09000. Applicant: Northwestern University, 906 University Place, Evanston, IL 60201. Article: Cathetometer with microscope. Date of denial without prejudice to resubmission: June 21, 1968.

Docket No. 68-00465-33-43420. Applicant: State University of New York at Buffalo, 122 Capen Hall, 3435 Main Street, Buffalo, NY 14214. Article: Micromanipulator. Date of denial without prejudice to resubmission: June 21, 1968.

Docket No. 68-00468-33-90000. Applicant: Harvard Medical School, Fruit Street, Boston, MA 02114. Article: Rotating anode assembly. Date of denial without prejudice to resubmission: August 14, 1968.

Docket No. 68-00469-33-68200. Applicant: State University of New York at Buffalo, 122 Capen Hall, 3435 Main Street, Buffalo, NY 14214. Article: Micro infusion pump. Date of denial without prejudice to resubmission: June 18, 1968.

Docket No. 68-00479-33-46500. Applicant: University of Pittsburgh, Central Receiving Department, Terrace and De Sota Streets, Pittsburgh, PA 15213. Article: Ultramicrotome, LKB 8800A. Date of denial without prejudice to resubmission: June 11, 1968.

Docket No. 68-00489-99-26500. Applicant: United Nations International School, 1131 First Avenue, New York, NY 10021. Article: Electronic learning laboratory. Date of denial without prejudice to resubmission: June 27, 1968.

Docket No. 68-00505-33-46040. Applicant: Brown University, Division of Biological and Medical Sciences, Providence, RI 02912. Article: Electron microscope, EM6B. Date of denial without prejudice to resubmission: July 30, 1968.

Docket No. 68-00513-01-77040. Applicant: University of Iowa, Department of Chemistry, Iowa City, IA 52240. Article: Mass spectrometer, RMU-6E. Date of denial without prejudice to resubmission: June 12, 1968.

Docket No. 68-00521-98-66700. Applicant: University of Tennessee, Department of Physics, Knoxville, TN 37916. Article: Scanning projector Model SPI/160. Date of denial without prejudice to resubmission: August 20, 1968.

Docket No. 68-00541-33-46095. Applicant: Pacific University College of Optometry, Forest Grove, OR 97116. Article: Two dimensional measuring microscopes. Date of denial without prejudice to resubmission: July 31, 1968.

Docket No. 68-00564-01-77040. Applicant: University of California at Santa Barbara, Department of Chemistry, Santa Barbara, CA 93106. Article: Mass spectrometer, MS 902. Date of denial without prejudice to resubmission: September 26, 1968.

Docket No. 68-00565-16-61800. Applicant: Union Free School District No. 5, North Village Green, Levittown, NY 11756. Article: Planetarium and auxiliary projectors. Date of denial without prejudice to resubmission: July 20, 1968.

Docket No. 68-00635-50-34010. Applicant: University of Washington, 3917 University Way NE., Seattle, WA 98105. Article: Electric field mill, Type FM 300/NR-IS. Date of denial without prejudice to resubmission: July 3, 1968.

Docket No. 68-00639-33-02700. Applicant: Shands Teaching Hospital and Clinic, J. Hillis Miller Health Center, University of Florida, Gainesville, FL 32601. Article: Arthroscope and camera. Date of denial without prejudice to resubmission: July 3, 1968.

Docket No. 68-00644-33-46500. Applicant: Armed Forces Institute of Pathology Room 318, 14th and Alaska Avenues NW., Washington, DC 20305. Article: Ultramicrotome, LKB 8800. Date of denial without prejudice to resubmission: October 16, 1968.

Docket No. 68-00648-00-61800. Applicant: Union Free School District No. 5, North Village Green, Levittown, NY 11756. Article: Hemispherical assembly. Date of denial without prejudice to resubmission: November 27, 1968.

Docket No. 68-00677-33-46500. Applicant: University of Minnesota, Post Office Box 198 Mayo, Minneapolis, MN 55455. Article: Ultramicrotome, "Om U2". Date of denial without prejudice to resubmission: November 13, 1968.

CHARLEY M. DENTON,
Bureau of Domestic Commerce.

[FR Doc.71-1388 Filed 2-2-71;8:45 am]

SOUTHERN ILLINOIS UNIVERSITY ET AL.

Notice of Consolidated Decision on Applications for Duty-Free Entry of Scientific Articles

The following is a consolidated decision on applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this consolidated decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C. 20230.

Decision: Applications denied. Applicants have failed to establish that instruments or apparatus of equivalent scientific value to the foreign articles, for such purposes as the foreign articles are intended to be used, are not being manufactured in the United States.

Reasons: § 602.5(e) of the regulations provides in pertinent part:

> The applicant shall on or before the 20th day following the date of such notice [of denial without prejudice to resubmission], inform the Administrator whether it intends to resubmit another application for the same article to which the denied application relates. The applicant shall then resubmit the new application on or before the 90th day following the date of the notice of denial without prejudice to resubmission, unless an

The foregoing concessioner has performed its obligations under the expired contract to the satisfaction of the National Park Service, and therefore, pursuant to the Act cited above, is entitled to be given preference in the renewal of the contract and in the negotiation of a new contract. However, under the Act cited above, the Secretary is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Chief, Office of Concessions Management, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: January 25, 1971.

THOMAS FLYNN,
Deputy Director,
National Park Service.

[FR Doc.71-1411 Filed 2-2-71;8:48 am]

LAKE MEAD NATIONAL RECREATION AREA

Notice of Intention To Extend Concession Contract

Pursuant to the provisions of section 5, of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20); public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director of the National Park Service, proposes to extend the concession contract with Ray Flaskamper, an individual, authorizing him to provide concession facilities and services for the public within the Overton Beach Site, Lake Mead National Recreation Area, for a period of one (1) year from January 1, 1971, through December 31, 1971.

The foregoing concessioner has performed its obligations under the expiring contract to the satisfaction of the National Park Service, and therefore, pursuant to the Act cited above, is entitled to be given preference in the renewal of the contract and in the negotiation of a new contract. However, under the Act cited above, the Secretary is also required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Chief, Office of Concessions Management, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: January 25, 1971.

THOMAS FLYNN,
Deputy Director,
National Park Service.

[FR Doc.71-1412 Filed 2-2-71;8:48 am]

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

GYPSY MOTH AND BROWN-TAIL MOTH

List of Approved Establishments; Revocation

The list of approved establishments eligible to ship stone and quarry products without certification or permit (35 F.R. 382, Jan. 10, 1970) and the amendment thereto (35 F.R. 9866, June 16, 1970) issued under the authority of §§ 301.45-2 and 301.45-2b(8) of the regulations (7 CFR 301.45-2 and 301.45-2b(8)) are hereby revoked.

D. R. SHEPHERD,
Director,
Plant Protection Division.

[FR Doc.71-1489 Filed 2-2-71;8:53 am]

LICENSING DEPARTMENT INVENTIONS

Pursuant to authority delegated by the Secretary in 7 CFR 19.3 (35 F.R. 7493), the Administrator of the Agricultural Research Service has determined that certain Department inventions shall be made available for exclusive licensing under the provisions of Government Patent Policy (28 F.R. 10943) and 7 CFR 19.5 (35 F.R. 7493). Notice is hereby given that the following Department inventions are available for exclusive licensing:

1. Process for Making Powdered Fruit Juices, U.S. Patent 2,816,039, issued December 10, 1957, by Roderick K. Eskew.

Abstract. A process for making powdered fruit juice comprising evaporating a fruit juice concentrate of about 70 to 85 percent solids content to at least about 96 percent solids content by forming the concentrate into a film of the order of 1 mm. thickness, heating said film at a temperature of about from 240° to 250° F. for a time not exceeding about 1 minute while maintaining on it a vacuum of at least about 20 inches of mercury, cooling said film to a temperature at which it is a brittle solid and grinding it to a powder.

2. Process for Making Full-Flavored Powdered Fruit Juice, U.S. Patent 2,816,840, issued December 17, 1957, by Victor A. Turkot, Roderick K. Eskew, and Nicholas C. Aceto.

Abstract. A process for making powered, full-flavored fruit juice comprising stripping volatile flavoring materials from fruit juice; concentrating said flavoring materials to an essence of at least about 200-fold strength; separately concentrating the stripped juice to obtain a molten concentrated juice of at least 96 percent solids content, continuously adding said essence to said molten juice and thoroughly mixing therewith under superatmospheric pressure to prevent flashing of the essence; continuously discharging the molten, essence-containing concentrated juice in a thin layer onto a chilled surface to quickly cool and solidify the molten product to a brittle solid; and reducing said solid to a powder.

3. Process for Dehydrating Liquid Foodstuffs with Preservation of Volatile Flavors, U.S. Patent 2,906,630, issued September 29, 1959, by Victor A. Turkot, Roderick K. Eskew, and Nicholas C. Aceto.

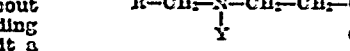
Abstract. A process for dehydrating a liquid foodstuff with preservation of its volatile flavor comprising stripping the volatile flavor from a liquid foodstuff from the group consisting of honey, coffee extract, and tea extract, dehydrating the stripped liquid foodstuff until it is obtained in a molten state of at least about 96 percent solids, separately concentrating the recovered volatile flavor to at least about 200-fold strength, mixing the molten dehydrated foodstuff and concentrated volatile flavor under superatmospheric pressure and quickly cooling the product thus obtained to a temperature at which it is a brittle solid.

4. Dried Fat-Containing Milk Products of Easy Dispersibility, U.S. Patent 2,964,407, issued December 13, 1960, by Howard I. Sinnamon, Nicholas C. Aceto, and Roderick K. Eskew.

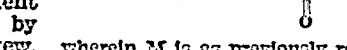
Abstract. A process for making a dried whole milk comprising incorporating an inert gas of low solubility into a concentrated, homogenized, fat-containing milk in which the fat particles do not exceed about 2 microns in size; subjecting said gas-containing milk concentrate to conditions of temperature and pressure to prevent substantial evolution of gas while causing the concentrate to foam; and then drying the foamed concentrate to produce a dry cellular product readily dispersible by hand stirring in cold water without fat separation.

5. Process for Treating Washable Leather, U.S. Patent 3,300,338, issued January 24, 1967, by Martin L. Fein, Samuel J. Viola, and Edward M. Filachione.

Abstract. The properties of softness, smoothness, and other closely associated physical characteristics are imparted to washable leather by impregnating the leather with an aqueous solution of a compound of the formula



wherein R is a long carbon chain aliphatic radical, M is selected from the group consisting of hydrogen and a water-soluble salt-forming cation, and Y is selected from the group consisting of hydrogen and



wherein M is as previously recited, separating the impregnated leather from the solution and drying the leather.

6. Degraded Starch Polyoxyalkylene Ether Compositions and Process for Producing the Same, U.S. Patent 3,165,508, issued January 12, 1965, by Felix H. Otey and Charles L. Mehltretter.

Abstract. Polyurethane foams resistant to yellowing are obtained by reacting an organic polyisocyanate and a degraded starch glycoside polyoxyalkylene ether containing from about 4 to about 75 mole equivalents of an alkylene oxide. The degraded starch glycoside polyether is prepared by heating an unmodified starch with at least 1 mole equivalent of a polyol at about 120° to 140° C. for about 30 to 60 minutes in the presence of a strong

mineral acid catalyst, continuing said heating for another 30 to 60 minutes at reduced pressure to completely remove water of reaction and at least partially remove any unreacted polyol, adding a catalytic excess of alkali, and introducing an alkylene oxide while maintaining the temperature of about 130° C. until the desired amount has reacted.

7. Saponified Starch Acrylate Grafts, U.S. Patent 3,377,302, issued April 9, 1968, by Lewis A. Gugliemelli, Mary Ollidene Weaver, and Charles R. Russell.

Abstract. The saponified salt or free acid derivatives of hydrophobic starch grafts containing from 1 to 2 parts by weight of polyacrylate or polymethylacrylate side chains have improved hydrophilic properties over commercially available polyacrylic acids. Dilute aqueous solutions or dispersions of the saponified starch ester grafts exhibit high viscosities even in the presence of shear. They have utility as industrial thickening agents for drilling muds, hydraulic fluids, and flocculents.

8. Graft Polymers of Polyalkylene Oxides on Starch and Dextrin, U.S. Patent 3,414,530, issued December 3, 1968, by Albert Zilkha, Menashe Tahan, and Gabrial Ezra.

Abstract. Graft copolymers of polyalkylene oxides on starch and dextrin polysaccharides having utility as adhesives, emulsifiers, and thickeners are prepared by reacting under aprotic conditions the alkali metal alkoxide derivative of the polysaccharide with one or more of the alkylene oxides.

9. Salt-Resistant Thickeners Comprising Base-Saponified Starch-Poly-Acrylonitrile Graft Copolymers, U.S. Patent 3,425,971, issued February 4, 1969, by Lewis A. Gugliemelli, Mary Ollidene Weaver, and Charles R. Russell.

Abstract. Two percent dispersions of saponified starch-polyacrylonitrile graft copolymers provide viscosities of about 6,000 c.p.s. even though dispersed in a 12 percent brine. The presence of only a limited sensitivity to high salt concentrations provides the saponified graft copolymers with great potential as a bodying agent for use in secondary oil recovery operations from off-shore wells.

10. Cellulosic Pulps Comprising Crosslinked Cereal Pulps and Products Made Therewith, U.S. Patent 3,160,552, issued December 8, 1964, by Charles R. Russell, Russell A. Buchanan, and Carl E. Rist.

Abstract. Paper and related cellulosic products including grease-proof paper and boxboard and consisting of from 4 to about 44 percent by weight (about 90 percent based on the cellulose fiber content) of a starch, flour, wheat bran, whole wheat, dextrin, or polysaccharide gum xanthate that has been crosslinked in situ on the cellulose fibers in a beater or other wet-end point by iodine, chlorine, zinc chloride, or ferric chloride to form the corresponding "cereal pulp" disulfurdithiocarbonates, or metal dithiocarbonates have greatly increased wet strengths and fold endurance over the corresponding all-cellulose products. Incorporating the cereal pulp disulfurdithiocarbonates or metal dithiocarbonates improves the drainage of water from a papermaker's pulp and improves the transparency of greaseproof-type papers therefrom, thus providing a method of improving the freeness of a cellulose furnish.

11. Process for Production of an Alkali Starch Xanthate Solution, U.S. Patent 3,385,719, issued May 28, 1968, by Earl B. Lancaster, Howard F. Conway, Lawrence A. Weinecke, and Edward L. Griffin, Jr.

Abstract. Very low viscosity aqueous 10 percent 0.07° of substitution starch xanthate solutions are directly produced without a final addition of water by stirring starch or pregelatinized starch in the form of an aqueous dispersion containing only 10 percent of starch based on the weight of the dispersion with up to 0.5 mole equivalents of NaOH and OS_2, preferably at or only slightly above room temperature in a closed mixer for up to 1 hour.

12. Cycloheximide as an Abscission Aid in Harvesting Citrus Fruit, Patent Application S.N. 865,199, filed October 8, 1969, by William C. Cooper.

Abstract. Aqueous solutions of cycloheximide, 3-[2-(3,5-dimethyl-2-oxocyclohexyl)-2-hydroxyethyl] glutarimide, promote fruit abscission when they are sprayed on orange trees. The pull force required to separate the fruit from the tree is greatly reduced 4–7 days following application of 15–25 p.p.m. cycloheximide. The mode of action is related to the increased natural production of ethylene. Effectiveness of cycloheximide sprays is influenced by the citrus variety, stage of growth, plant stress conditions, relative humidity and temperature at the time of application and by rate of application. Use of cycloheximide sprays will greatly improve the efficiency of the mechanical harvesting of citrus crops used for processing and will greatly enhance the full development of mechanical aids for the harvest of citrus crops.

13. Phosphoramides and Thiophosphoramides as Insect Chemosterilants, U.S. Patent 3,205,130, issued September 7, 1965, by Paul H. Terry and Alexej B. Borkovec.

Abstract. The patent describes the use of several of the title compounds as effective sterilizing agents of various kinds of insects. The advantages of the described phosphoramides as insect sterilant, are numerous—they have low toxicity towards the insect, high sterilizing activity, sufficient stability to allow formulation and application, and a high margin of safety to allow use in, without harmful effects on, the environment. They are also generally nontoxic to humans and other mammals. Thus these compounds can be used to replace the effective, but less desirable, types of compounds such as the aziridinyl compounds which are patented mutagens in warmblooded animals.

14. Nematocidal Haloalkyl Acid Ester, U.S. Patent 3,084,094, issued April 2, 1963, by Samuel I. Gertler.

Abstract. A number of haloalkyl acid esters are effective against some nematodes which attack the roots of citrus plants and certain tropical and subtropical ornamentals such as azalea, philodendron, hibiscus, midget palm, and the like. The nematicides include chloroacetates, 2-chloropropionates, and 3-chloropropionates of alkyl, haloalkyl, cycloaliphatic, alkylcycloaliphatic, aralkyl, and aroxyalkyl alcohols, and the method is given for their use.

15. Process for the Production of Confectionery Fats, U.S. Patent 3,431,116, issued March 4, 1969, by R. O. Feuge, N. V. Lovegren, and B. B. Gajee.

Abstract. This invention relates to a process for producing confectionery fats using as a starting material the stearine fraction obtained as a byproduct in the manufacture of cottonseed salad oil by solvent winterization. This stearine consists of about two-thirds 1,3-dipalmito-2-unsaturated triglycerides and one-third 1-palmito-2, 3-diunsaturated triglycerides of oleic and linoleic acids. The process of the invention comprises the following steps: (1) Bleaching of the stearine to remove gums and substances which might poison hydrogenation catalysts. (2) Selective hydrogenation to an iodine value of about 25 to 36, employing conditions of temperature, pressure, and catalyst adapted to accomplish the conversion of linoleic acid groups in the stearine to acid groups having a lower degree of unsaturation while maintaining the amount of iso-oleic acid groups, as measured by trans-bond content, below about 12 percent, calculated as trielaidin, while also producing a minimum amount of trisaturated triglycerides. (3) Dissolving the hydrogenated product in a hydrocarbon or acetone and selectively crystallizing the higher melting compounds. (4) Tempering the solids which are formed so as to convert them into their highest melting polymorphs. (5) Removing the solids from the mixture. (6) Recovering the cocoa butter-like fraction from the liquid fraction remaining after removal of the solids. Variations of the process also are covered by the patent.

Applicants for exclusive licenses will have a period of 60 days from date of this publication in which to file information as required by § 19.6 *Application for licenses,* of Title 7 CFR (35 F.R. 7493). Also, applicants should examine all other sections published under Part 19, Licensing Department Inventions. Applications should be mailed to the Administrator, Agricultural Research Service, U.S. Department of Agriculture, Washington, D.C. 20250.

Done at Washington, D.C., this 28th day of January 1971.

T. W. EDMINSTER,
Acting Administrator,
Agricultural Research Service.

[FR Doc.71-1457 Filed 2-2-71;8:50 am]

DEPARTMENT OF COMMERCE

Bureau of Domestic Commerce

NATIONAL ACCELERATOR LABORATORY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The notice of decision published October 14, 1970 (35 F.R. 10696) and amended November 6, 1970 (35 F.R. 17134) pursuant to section 6(c) of the Education, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89–651, 80 Stat. 897) is revised to read as follows:

Docket No. 70–00735–98–42900. Applicant: National Accelerator Laboratory, University Research Asso. Inc., 2100 Pennsylvania Avenue NW., Washington, DC 20006. Article: Magnetic coils for 200-BeV accelerator. Manufacturers: Alsthom Societe Generalde, Belfort, France (50 B–1 bending magnet coils and 480 B–2 bending magnet coils); Lintott Engineering Co., Ltd., Morsham, United Kingdom (300 B–1 bending magnet coils); English Electric Co., Yorkshire,

United Kingdom (154 4-inch and 400 7-inch quadrupole coils). Multiple shipments will be made by each manufacturer of the indicated quantities. Final shipment to be made on or about June 1, 1971.

Intended use of article: The article will be used at the 200-BeV accelerator for research in high energy physics to attempt to understand the structure of matter and the forces holding it together at exceedingly small distances. A large variety of scientific exploratory experiments will be performed with protons accelerated by the accelerator to 200-BeV energy by scientists from U.S. universities and also from foreign high energy physics laboratories.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which the article is intended to be used, is being manufactured in the United States.

Reasons: The application relates to 692 pairs of magnet coils intended for use in 200-billion-electron-volt accelerator which is being constructed by the applicant institution for use in its laboratory as part of a research program in high energy physics. The construction schedule of the applicant requires the delivery of 850 pairs of bending magnet coils and 950 quadrupole magnets on or before April 10, 1971, to complete the accelerator in order to meet the scheduled program of experiments. The National Bureau of Standards (NBS) in its memorandum of August 17, 1970, advised that the applicant's construction schedule is technically proper. The applicant sent invitations to bid to 11 domestic manufacturers, six of which responded with bids. One of the six respondents was considered unqualified to manufacture either the bending magnet coils or the quadrupole magnets. (This manufacturer was, however, awarded a contract for a different type of coil.) Another domestic manufacturer was already under contract to the applicant for certain types of coils and magnets and, consequently, was unable to meet the delivery schedules required for the bending magnet coils and quadrupole magnets. The four remaining domestic companies were awarded contracts for 850 magnet coils. This exhausted the capacity of the domestic manufacturers to produce the magnet coils within the specified delivery time.

In order to preclude any delay in completing the accelerator, the applicant solicited bids from foreign manufacturers. We find that the delay which would be caused in awaiting the freeing of domestic capacity for the manufacture of scientifically equivalent magnet coils would seriously impair the achievement of the applicant's research program. Therefore, the excessive delivery time provisions of § 602.1(g) of the above-cited regulations have been satisfied with respect to the magnet coils to which this application relates.

CHARLEY M. DENTON,
Bureau of Domestic Commerce.

[FR Doc.71-1386 Filed 2-2-71;8:45 am]

NATIONAL INSTITUTES OF HEALTH

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 70-00626-33-11000. Applicant: National Institutes of Health, National Institute of Mental Health, Building 10, Room 2D-46, 9000 Rockville Pike, Bethesda, MD 20014. Article: Gas chromatograph-mass spectrometer, Model LKB 9000. Manufacturer: LKB Produkter A.B., Sweden.

Intended use of article: The article will be used for studies of the identification and quantitative analysis of minute quantities of very wide range of metabolites, to examine their subtle differences and thus further the understanding of the biochemical factors involved in mental illness. Research concerns inborn errors of metabolism, such as phenylketonuria; cerebrospinal fluid; and how drugs differ in efficiency in different patients because they may be distributed or metabolized differently or affect metabolic systems to different extents.

Comments: No comments have been received with respect to this application.

Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for such purposes as this article is intended to be used, is being manufactured in the United States.

Reasons: The foreign article is a single unit in which the functions of a gas chromatograph, molecular separator (or interface), and a mass spectrometer have been integrated. There are domestic manufacturers which are in a position to offer to supply some of these components to be combined with a component (or with components) produced by another domestic manufacturer. However, this is not considered to constitute a "reasonable combination of instruments" within the purview of § 602.1(e) of the regulations, unless (a) the domestic manufacturer offering to furnish the combination undertakes to functionally integrate the instruments as a single operating unit and, (b) establish through appropriate test procedures the performance specifications of the chromatographic and spectrometric functions as a single unit. (See decisions on Docket No. 67-00108-33-11000, 33 F.R. 597, January 17, 1968; Docket No. 68-00516-01-11000, 33 F.R. 11097, August 3, 1968, and Docket No. 69-00446-01-11000, 34 F.R. 13336 and 13337, August 16, 1969.) We note that three instruments meeting these criteria are being manufactured in the United States—the Model 1015 manufactured by Finnigan Instrument Corp. (Finnigan); the GC/MS-66 system manufactured by Varian Associates (Varian); and the Model 270 GC-DF manufactured by Perkin-Elmer Corp. (P-E). A comparison of the Finnigan Model 1015 with the foreign article shows that this domestic instrument has a specified sensitivity of 100 nanograms of cholesterol injected into the gas chromatograph column, whereas the foreign article has a specified sensitivity of 10 nanograms of cholesterol injected into the gas chromatograph column. This indicates that the foreign article can produce a meaningful spectrum with a sample of one-tenth of that required to produce a meaningful spectrum with the Finnigan Model 1015 and that the sensitivity of the foreign article exceeds that of this domestic instrument by a factor of 10. It is also noted that the foreign article can achieve this sensitivity with a corresponding resolution of 750 to a 10 percent valley definition, whereas the Finnigan Model 1015 has a maximum specified resolution that is equivalent to 500 at the 10 percent valley definition.

In regard to the Varian GC/MS-66 system, the specified sensitivity of the foreign article also exceeds the specified sensitivity of this domestic instrument by a factor of 10. The quoted specification for the sensitivity of the P-E Model 270 GC-DF is "less than 3×10^{-9} gram/second of methyl stearate will produce a spectrum with a signal-to-noise ratio substantially greater than 1 at parent mass peak, for 1 second/decade scan rate."

On the basis of these specifications, the sensitivity of the foreign article exceeds that of the P-E Model 270 GC-DF by a factor of 500. Since the applicant's research program involves the investigation of many compounds which are available only in minute quantities, the greater sensitivity of the foreign article is pertinent to the applicant's research studies.

For this reason, we find that none of the three domestic instruments cited above is of equivalent scientific value to the foreign article for such purposes as this article is intended to be used.

The Department of Commerce knows of no other combination of instruments being manufactured in the United States and being offered as a functionally integrated single instrument, which is of equivalent scientific value to the foreign article for the purposes, for which this article is intended to be used.

CHARLEY M. DENTON,
Bureau of Domestic Commerce.

[FR Doc.71-1387 Filed 2-2-71;8:45 am]

NORTHWESTERN UNIVERSITY ET AL.

Notice of Consolidated Decision on Applications for Duty-Free Entry of Scientific Articles

The following is a consolidated decision on applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this consolidated decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, DC 20230.

Decision: Applications denied. Applicants have failed to establish that instruments or apparatus of equivalent scientific value to the foreign articles, for such purposes as the foreign articles are intended to be used, are not being manufactured in the United States.

Reasons: Section 602.5(e) of the regulations provides in pertinent part:

> The applicant shall on or before the 20th day following the date of such notice [of denial without prejudice to resubmission], inform the Administrator whether it intends to resubmit another application for the same article to which the denied application relates. The applicant shall then resubmit the new application on or before the 90th day following the date of the notice of denial without prejudice to resubmission, unless an extension of time is granted by the Administrator in writing prior to the expiration of the 90-day period. * * * If the applicant fails within the applicable time periods specified above, to either (1) inform the Administrator whether it intends to resubmit another application for the same article to which the denial without prejudice to resubmission relates, or (2) resubmit the new application, the prior denial without prejudice to resubmission shall have the effect of a final decision by the Administrator on the application within the context of the paragraph (d) of this section.

The meaning of the section is that should an applicant either fail to notify the Administrator of its intent to resubmit another application for the same article to which the denial without prejudice relates within the 20-day period, or fails to resubmit a new application within the 90-day period, the prior denial without prejudice to resubmission will have the effect of a final denial of the application.

None of the applicants to which this consolidated decision relates has satisfied the requirements set forth above, therefore, the prior denials without prejudice have the effect of a final decision denying their respective applications.

Section 602.5(e) further provides:

> * * * the Administrator shall submit a summary of the prior denial without prejudice to resubmission to the FEDERAL REGISTER for publication, to the Commissioner of Customs, and to the applicant.

Each of the prior denials without prejudice to resubmission to which this consolidated decision relates was based on the failure of the respective applicants to submit the required documentation, including a completely executed application form, in sufficient detail to allow the issue of "scientific equivalency" to be determined by the Administrator.

Docket No. 68-00459-33-09000. Applicant: Northwestern University, 906 University Place, Evanston, IL 60201. Article: Cathetometer with microscope. Date of denial without prejudice to resubmission: June 21, 1968.

Docket No. 68-00465-33-43420. Applicant: State University of New York at Buffalo, 122 Capen Hall, 3435 Main Street, Buffalo, NY 14214. Article: Micromanipulator. Date of denial without prejudice to resubmission: June 21, 1968.

Docket No. 68-00468-33-90000. Applicant: Harvard Medical School, Fruit Street, Boston, MA 02114. Article: Rotating anode assembly. Date of denial without prejudice to resubmission: August 14, 1968.

Docket No. 68-00469-33-68200. Applicant: State University of New York at Buffalo, 122 Capen Hall, 3435 Main Street, Buffalo, NY 14214. Article: Micro infusion pump. Date of denial without prejudice to resubmission: June 18, 1968.

Docket No. 68-00479-33-46500. Applicant: University of Pittsburgh, Central Receiving Department, Terrace and De Sota Streets, Pittsburgh, PA 15213. Article: Ultramicrotome, LKB 8800A. Date of denial without prejudice to resubmission: June 11, 1968.

Docket No. 68-00489-99-26500. Applicant: United Nations International School, 1131 First Avenue, New York, NY 10021. Article: Electronic learning laboratory. Date of denial without prejudice to resubmission: June 27, 1968.

Docket No. 68-00505-33-46040. Applicant: Brown University, Division of Biological and Medical Sciences, Providence, RI 02912. Article: Electron microscope, EM6B. Date of denial without prejudice to resubmission: July 30, 1968.

Docket No. 68-00513-01-77040. Applicant: University of Iowa, Department of Chemistry, Iowa City, IA 52240. Article: Mass spectrometer, RMU-6E. Date of denial without prejudice to resubmission: June 12, 1968.

Docket No. 68-00521-98-66700. Applicant: University of Tennessee, Department of Physics, Knoxville, TN 37916. Article: Scanning projector Model SPI/160. Date of denial without prejudice to resubmission: August 20, 1968.

Docket No. 68-00541-33-46095. Applicant: Pacific University College of Optometry, Forest Grove, OR 97116. Article: Two dimensional measuring microscopes. Date of denial without prejudice to resubmission: July 31, 1968.

Docket No. 68-00564-01-77040. Applicant: University of California at Santa Barbara, Department of Chemistry, Santa Barbara, CA 93106. Article: Mass spectrometer, MS 902. Date of denial without prejudice to resubmission: September 26, 1968.

Docket No. 68-00565-16-61800. Applicant: Union Free School District No. 5, North Village Green, Levittown, NY 11756. Article: Planetarium and auxiliary projectors. Date of denial without prejudice to resubmission: July 20, 1968.

Docket No. 68-00635-50-34010. Applicant: University of Washington, 3917 University Way NE., Seattle, WA 98105. Article: Electric field mill, Type FM 300/NR-IS. Date of denial without prejudice to resubmission: July 3, 1968.

Docket No. 68-00639-33-02700. Applicant: Shands Teaching Hospital and Clinic, J. Hillis Miller Health Center, University of Florida, Gainesville, FL 32601. Article: Arthroscope and camera. Date of denial without prejudice to resubmission: July 3, 1968.

Docket No. 68-00644-33-46500. Applicant: Armed Forces Institute of Pathology Room 318, 14th and Alaska Avenues NW., Washington, DC 20305. Article: Ultramicrotome, LKB 8800. Date of denial without prejudice to resubmission: October 16, 1968.

Docket No. 68-00648-00-61800. Applicant: Union Free School District No. 5, North Village Green, Levittown, NY 11756. Article: Hemispherical assembly. Date of denial without prejudice to resubmission: November 27, 1968.

Docket No. 68-00677-33-46500. Applicant: University of Minnesota, Post Office Box 198 Mayo, Minneapolis, MN 55455. Article: Ultramicrotome, "Om U2". Date of denial without prejudice to resubmission: November 13, 1968.

CHARLEY M. DENTON,
Bureau of Domestic Commerce.

[FR Doc.71-1388 Filed 2-2-71;8:45 am]

SOUTHERN ILLINOIS UNIVERSITY ET AL.

Notice of Consolidated Decision on Applications for Duty-Free Entry of Scientific Articles

The following is a consolidated decision on applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (34 F.R. 15787 et seq.).

A copy of the record pertaining to this consolidated decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C. 20230.

Decision: Applications denied. Applicants have failed to establish that instruments or apparatus of equivalent scientific value to the foreign articles, for such purposes as the foreign articles are intended to be used, are not being manufactured in the United States.

Reasons: § 602.5(e) of the regulations provides in pertinent part:

> The applicant shall on or before the 20th day following the date of such notice [of denial without prejudice to resubmission], inform the Administrator whether it intends to resubmit another application for the same article to which the denied application relates. The applicant shall then resubmit the new application on or before the 90th day following the date of the notice of denial without prejudice to resubmission, unless an

extension of time is granted by the Administrator in writing prior to the expiration of the 90-day period. * * * If the applicant fails within the applicable time periods specified above, to either (1) inform the Administrator whether it intends to resubmit another application for the same article to which the denial without prejudice to resubmission relates, or (2) resubmit the new application, the prior denial without prejudice to resubmission shall have the effect of a final decision by the Administrator on the application within the context of the paragraph (d) of this section.

The meaning of the section is that should an applicant either fail to notify the Administrator of its intent to resubmit another application for the same article to which the denial without prejudice relates within the 20-day period, or fails to resubmit a new application within the 90-day period, the prior denial without prejudice to resubmission will have the effect of a final denial of the application.

None of the applicants to which this consolidated decision relates has satisfied the requirements set forth above, therefore, the prior denials without prejudice have the effect of a final decision denying their respective applications.

Section 602.5(e) further provides:

* * * the Administrator shall submit a summary of the prior denial without prejudice to resubmission to the FEDERAL REGISTER for publication, to the Commissioner of Customs, and to the applicant.

Each of the prior denials without prejudice to resubmission to which this consolidated decision relates was based on the failure of the respective applicants to submit the required documentation, including a completely executed application form, in sufficient detail to allow the issue of "scientific equivalency" to be determined by the Administrator.

Docket No. 69–00041–25–01600. Applicant: Southern Illinois University, Carbondale, IL 62901. Article: Multirange microammeter-millivoltmeter, Model Verivat. Date of denial without prejudice to resubmission: October 10, 1968.

Docket No. 69–00081–33–46040. Applicant: Veterans Administration Hospital, University Drive C, Pittsburgh, PA 15240. Article: Electron microscope, EM–300. Date of denial without prejudice to resubmission: December 6, 1968.

Docket No. 69–00103–33–77030. Applicant: University of South Florida, 4202 Fowler Avenue, Tampa, FL 33620. Article: NMR spectrometer, JNM–4H–100. Date of denial without prejudice to resubmission: January 10, 1969.

Docket No. 69–00108–00–25100. Applicant: Joseph Bulova School of Watchmaking, 40–24 62d Street, Woodside NY 11377. Article: Parts for watch repairing. Date of denial without prejudice to resubmission: December 18, 1968.

Docket No. 69–00158–33–77040. Applicant: Cornell University, 160 Day Hall, Ithaca, NY 14850. Article: Mass spectrometer, Model RMU–7. Date of denial without prejudice to resubmission: December 3, 1968.

Docket No. 69–00161–33–79500. Applicant: The University of Vermont, Waterman Building, Burlington, VT 05401. Article: Sphygomomanometer. Date of denial without prejudice to resubmission: January 7, 1969.

Docket No. 69–00167–00–44695. Applicant: James Connally Technical Institute of Texas A. and M. University, Waco, TX 76705. Article: Profile milling machine, Model E32. Date of denial without prejudice to resubmission: December 24, 1968.

Docket No. 69–00175–65–77040. Applicant: Midwest Research Institute, 425 Volker Boulevard, Kansas City, MO 64110. Article: Mass spectrometer, Model CH–4B. Date of denial without prejudice to resubmission: March 6, 1969.

Docket No. 69–00178–74–47500. Applicant: University of Illinois, Urbana, IL 61801. Article: Monochromator and control unit, Model RSP 2. Date of denial without prejudice to resubmission: January 7, 1969.

Docket No. 69–00188–33–46070. Applicant: Washington University School of Medicine, 4550 Scott Avenue, St. Louis, MO 63110. Article: Scanning electron microscope, Model Stereoscan. Date of denial without prejudice to resubmission: March 10, 1969.

Docket No. 69–00212–01–77030. Applicant: George Washington University, Chemistry Department, Washington, DC 20006. Article: NMR spectrometer, Model R–20. Date of denial without prejudice to resubmission: January 7, 1969.

Docket No. 69–00221–33–02400. Applicant: University of Washington, Division of Child Health, 3917 University Way NE., Seattle, WA 98105. Article: Portable stadiometer. Date of denial without prejudice to resubmission: January 24, 1969.

Docket No. 69–00233–33–46500. Applicant: University of California, San Francisco Medical Center, 1438 South 10th Street, Richmond, CA 94804. Article: Ultramicrotome, "OM U2". Date of denial without prejudice to resubmission: January 21, 1969.

Docket No. 69–00241–33–46040. Applicant: University of Utah, Building 40, Salt Lake City, UT 84112. Article: Electron microscope, HU–11E. Date of denial without prejudice to resubmission: March 3, 1969.

Docket No. 69–00242–33–90000. Applicant: Carnegie-Mellon University, Chemistry Department, Schenley Park, 4400 Fifth Avenue, Pittsburgh, PA 15213. Article: Rotating anode GX3. Date of denial without prejudice to resubmission: February 11, 1969.

Docket No. 69–00249–33–46070. Applicant: University of Georgia, Electron Microscopy Laboratory, Barrow Hall, Athens, GA 30601. Article: Scanning electron microscope, Mark IIA. Date of denial without prejudice to resubmission: March 3, 1969.

Docket No. 69–00284–33–41400. Applicant: Massachusetts General Hospital, Fruit Street, Boston, MA 02114. Article: Microtome knife sharpener, date of denial without prejudice to resubmission: June 9, 1969.

Docket No. 69–00288–01–54900. Applicant: Syracuse University, 150 Marshall Street, Syracuse, NY 13210. Article: Polymer research equipment. Date of denial without prejudice to resubmission: February 24, 1969.

Docket No. 69–00290–88–41600. Applicant: Carnegie Institution of Washington, Geophysical Laboratory, 2801 Upton Street NW., Washington, DC 20008. Article: Rock polishing machines and accessories. Date of denial without prejudice to resubmission: February 14, 1969.

Docket No. 69–00385–33–07795. Applicant: Pasadena Foundation for Medical Research, 99 North El Molino Avenue, Pasadena, CA 91101. Article: Leicaflex SL 50-mm. camera with accessories. Date of denial without prejudice to resubmission: March 3, 1969.

Docket No. 69–00410–33–40450. Applicant: University of Wisconsin, Biophysics Laboratory, Room 641, 750 University Avenue, Madison, WI 53706. Article: Curve length integrator. Date of denial without prejudice to resubmission: September 30, 1969.

Docket No. 69–00425–33–46500. Applicant: University of California at San Diego, 3175 Miramar Road, La Jolla, CA 92037. Article: LKB 4800A ultramicrotome. Date of denial without prejudice to resubmission: March 7, 1969.

Docket No. 69–00431–01–77030. Applicant: Richmond College of the City University of New York, 130 Stuyvesant Place, Staten Island, NY 10301. Article: Minimar spectrometer, JNM–MH–60. Date of denial without prejudice to resubmission: September 16, 1969.

Docket No. 69–00451–01–77040. Applicant: Illinois Institute of Technology, Department of Chemistry, Chicago, IL 60610. Article: Mass spectrometer, Model Varian MAT CH7. Date of denial without prejudice to resubmission: March 18, 1969.

Docket No. 69–00416–75–46070. Applicant: Washington University, Laboratory for Space Physics, Lindell and Skinker Boulevards, St. Louis, MO 63130. Article: Scanning electron microscope, Mark IIA. Date of denial without prejudice to resubmission: June 9, 1969.

Docket No. 69–00463–33–46070. Applicant: University of Alabama Medical Center, 1919 Seventh Avenue South, Birmingham, AL 35233. Article: Scanning electron microscope, Mark IIA. Date of denial without prejudice to resubmission: April 28, 1969.

Docket No. 69–00481–33–46500. Applicant: New York University Medical Center, Purchasing Department, 550 First Avenue, New York, NY 10016. Article: Ultramicrotome, LKB 8800. Date of denial without prejudice to resubmission: September 22, 1969.

Docket No. 69–00482–67–25300. Applicant: University of Chicago, Operator of Argonne National Laboratory, 9700 South Cass Avenue, Argonne, IL 60439. Article: Electric discharge machine. Date of denial without prejudice to resubmission: September 22, 1969.

Docket No. 69–00490–33–46040. Applicant: The Catholic University of America, 620 Michigan Avenue NE., Washington, DC 20017. Article: Electron microscope, Model AEI–801. Date of denial

without prejudice to resubmission: May 1, 1969.

Docket No. 69-00492-65-46070. Applicant: University of Virginia Department of Materials Science, Thornton Hall, Charlottsville, VA 22901. Article: Scanning electron microscope, Model IIA. Date of denial without prejudice to resubmission: November 4, 1969.

CHARLEY M. DENTON,
Bureau of Domestic Commerce.

[FR Doc.71-1389 Filed 2-2-71;8:45 am]

National Oceanic and Atmospheric Administration

[Docket No. A-563]

MICHAEL L. ROSE

Notice of Loan Application

JANUARY 28, 1971.

Michael L. Rose, Post Office Box 126, Sitka, AK 99835, has applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 36.5-foot registered length wood vessel to engage in the fishery for salmon, halibut, and sablefish.

Notice is hereby given, pursuant to the provisions of 16 U.S.C. 742c, Fisheries Loan Fund Procedures (50 CFR Part 250, as revised), and Reorganization Plan No. 4 of 1970, that the above entitled application is being considered by the National Marine Fisheries Service, National Oceanic and Atmospheric Administration, Department of Commerce, Interior Building, Washington, D.C. 20235. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, National Marine Fisheries Service, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operation of the vessel will or will not cause such economic hardship or injury.

JAMES F. MURDOCK,
Chief,
Division of Financial Assistance.

[FR Doc.71-1445 Filed 2-2-71;8:50 am]

FEDERAL POWER COMMISSION

[Docket No. E-7595]

NEW ENGLAND POWER CO.

Notice of Proposed Rate Schedule Changes

JANUARY 27, 1971.

Take notice that on January 15, 1971, New England Power Service Co. (NEPSCO), filed on behalf of New England Power Co. (NEPCO), rate schedule changes constituting amendments to the contracts for primary service for resale between NEPCO and its 33 wholesale customers. The proposed changes are to become effective March 15, 1971.

According to the applicant the effect of the proposed changes are to increase the demand charge per month for each kilowatt of demand from $2.76 to $2.96 and the energy charge from 5.6 mills per kilowatt hour to 6.1 mills per kilowatt hour. In addition changes are also effected in supply line voltage metering adjustments and credits for supply line voltage deliveries. Based on the calendar year 1969 as a test period, the effect of these rate changes will be to increase the applicants annual revenues by approximately $13,459,000.

Copies of the filing have been served on customers and interested state regulatory agencies.

Any person desiring to be heard or make protest with reference to said application should on or before February 17, 1971, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests 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 the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein, must file petitions to intervene in accordance with the Commission's rules. The application is on file with the Commission and available for public inspection.

GORDON M. GRANT,
Secretary.

[FR Doc.71-1440 Filed 2-2-71;8:49 am]

[Docket No. RP71-88]

NORTH PENN GAS CO.

Order Permitting Rate Increase Filing To Become Effective Without Suspension

JANUARY 27, 1971.

On December 31, 1970, North Penn Gas Co. (North Penn) filed a proposed change to its FPC Gas Tariff, First Revised Volume No. 1,[1] and requested that the filing be permitted to become effective as of January 31, 1971, without suspension. North Penn proposes to increase the price in its Rate Schedules G-1 and P-1 by 0.556 cents to 49.590 cents per Mcf. The proposed change would increase jurisdictional revenues by approximately $83,750 per annum based on sales for the 12-month period ended October 31, 1970. The company concurrently filed a proposal that it be permitted to track supplier rate changes and to flow through refunds which it may receive from its suppliers subsequent to January 31, 1971.

In support of its filing, North Penn submitted a cost of service for the above-mentioned 12-month period and stated that the increase in rates is filed to track the rate increases of its suppliers (Consolidated Gas Supply Corp. and Transcontinental Gas Pipe Line Corp.) and to reflect increases in wages, etc.

Notice of the proposed change was issued by the Commission on January 7, 1971, and no protests or petitions to intervene have been received.

Analysis of the cost of service and revenue data submitted with the filing indicates that after giving effect to the proposed increased rate, the overall earned rate of return would approximate 7.7 percent; the return on common equity under the company's present capital structure would approximate 10.17 percent. We find that the proposed increased rate has been supported and should be permitted to become effective as requested.

The Commission orders:

(A) The increased rates contained in Sixteenth Revised Sheets Nos. 4 and 5, as filed by North Penn on December 31, 1970, are hereby permitted to be effective as of January 31, 1971.

(B) During the period that the rates hereby made effective shall remain in full force and effect, North Penn may file rate increases and shall file rate decreases tracking changes in the effective rates of its suppliers as of January 31, 1971, and shall flow-through to its jurisdictional customers refunds received from its suppliers all as set forth in the "Agreement as to Rates" concurrently filed on December 31, 1971.

(C) This order is without prejudice to any findings or orders which have been or may hereafter be made by this Commission in any proceeding now pending or hereafter instituted by or against North Penn or any other persons affected by the rates hereby permitted to be effective.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

[FR Doc.71-1437 Filed 2-2-71;8:49 am]

[1] Sixteenth Revised Sheets Nos. 4 and 5.

[Docket No. CP71-188]

NORTHERN NATURAL GAS CO.

Notice of Application

JANUARY 27, 1971.

Take notice that on January 19, 1971, Northern Natural Gas Co. (applicant), 2223 Dodge Street, Omaha, NE 68102, filed in Docket No. CP71-188 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas to Pioneer Natural Gas Co. (Pioneer) and to Southern Union Gas Co. (Southern Union), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, applicant seeks authorization to continue the sale and delivery of natural gas from its Texas transmission system in Pecos and Winkler Counties, Tex., to Pioneer and Southern Union for resale to right-of-way grantors and others for use in irrigation and other farm uses.

At the time these facilities were installed, it was thought that no Commission authorization was required. Applicant states that it now appears that a certificate of public convenience and necessity must be obtained.

Applicant states that no new facilities are proposed herein and that the operation of these existant facilities will not affect its ability to render service to existing customers.

Any person desiring to be heard or to make any protest with reference to said application should on or before February 18, 1971, file with the Federal Power 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 Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[FR Doc.71-1441 Filed 2-2-71;8:49 am]

[Docket No. CP71-186]

PANHANDLE EASTERN PIPE LINE CO.

Notice of Application

JANUARY 27, 1971.

Take notice that on January 18, 1971, Panhandle Eastern Pipe Line Company (applicant), Post Office Box 1642, Houston, TX 77001, filed in Docket No. CP71-186 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 looping and compressor facilities appurtenant to its Western Oklahoma Supply Line (Elk City Line), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, applicant requests authorization to construct and operate approximately 19.4 miles of 30-inch pipeline looping a portion of its Elk City Line and a 5,000 horsepower compressor unit at its existing Alva, Okla., compressor station. Applicant also requests authorization to upgrade a 6,500 horsepower compressor unit at its Seiling, Okla., compressor station to permit operation of this unit at levels up to 11,250 horsepower.

The Elk City Line was initially placed in service in 1962 and, applicant states since that time large volumes of reserves have been discovered and developed in the area transversed by this line. Applicant also states that it is presently operating this system at full capacity and that the facilities herein proposed are necessary for the further development of sources of supply presently connected to the Elk City Line.

The total cost of the aforementioned facilities is estimated to be $6,084,000, which cost is to be financed initially from available funds.

Any person desiring to be heard or to make any protest with reference to said application should on or before February 16, 1971, file with the Federal Power 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 Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for applicant to appear or be represented at the hearing.

GORDON M. GRANT,
Secretary.

[FR Doc.71-1438 Filed 2-2-71;8:49 am]

[Docket No. CP71-187]

PANHANDLE EASTERN PIPE LINE CO.

Notice of Application

JANUARY 27, 1971.

Take notice that on January 18, 1970, Panhandle Eastern Pipe Line Co. (applicant), Post Office Box 1642, Houston, TX 77001, filed in Docket No. CP71-187 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon by sale to Central Illinois Light Co. (Central) that portion of its Peoria, Ill., lateral pipeline system extending downstream from the proposed Central-Peoria measuring station, and 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 meter station and 0.7 mile of 8-inch pipeline, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, applicant seeks permission and approval to abandon by sale to Central the portion of its Peoria, Ill., lateral pipeline system which extends downstream from Central's proposed measuring station to be located in the vicinity of Illinois State Highway Number 9. Accordingly to the application, this includes 37,355 feet of 16-inch pipeline, 36,760 feet of 16-inch loop line, all subsidiary laterals, appurtenances and property rights.

Applicant also seeks authorization to construct and operate a gas measuring station at the new terminus of its Peoria, Ill., lateral pipeline system, its proposed delivery point to Central. To facilitate the delivery of natural gas, Applicant states that it will construct approximately 0.7 mile of 8-inch pipeline to connect the existing Morton measuring and regulating station to its 22-inch Peoria Lateral.

The abandonment, construction and operation of facilities proposed herein, according to applicant, would relieve it of the obligation of operating and maintaining several stations and other facilities in areas which are becoming densely populated. Applicant also believes that the acquisition of the aforementioned facilities would enable Central to operate its Glasford underground storage facility in a more effective manner.

Applicant estimates the cost of the proposed facilities to be $469,000, which cost would be financed from available funds.

Any person desiring to be heard or to make any protest with reference to said application should on or before February 16, 1971, file with the Federal Power 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 Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate 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.

GORDON M. GRANT,
Secretary.

[FR Doc.71-1439 Filed 2-2-71;8:49 am]

[Docket No. RP70-29, etc.]

TEXAS EASTERN TRANSMISSION CORP.

Notice of Motion Filed for Approval of Stipulation and Agreement

JANUARY 27, 1971.

Take notice that on January 21, 1971, Texas Eastern Transmission Corp. (Texas Eastern) filed with the Commission a motion for approval of a Stipulation and Agreement in Dockets Nos. RP70-29, RP71-12, and RP71-49.

The Stipulation and Agreement, inter alia, provides:

(1) For a reduction in rates below those which are presently in effect subject to refund in the above-captioned proceedings and sets forth rates for specified periods of time.

(2) For refunds by Texas Eastern for the excess which has been collected above the rates set forth in the Stipulation and Agreement.

(3) That Texas Eastern may increase its rates from time to time until July 1, 1972, to reflect rate increases of its suppliers and is required to decrease its rates to reflect supplier rate reductions.

(4) That Texas Eastern shall flow-through to its customers the appropriate portion of all refunds, together with interest, received from its suppliers which are applicable to purchases by Texas Eastern from such suppliers during the term of the Stipulation and Agreement.

(5) For rate adjustments based upon changes in the applicable total Federal Income tax rate.

(6) That Texas Eastern may file for an increase in rates to reflect advance payments for gas made during the term of the Stipulation and Agreement, subject to possible 1-day suspension and hearing.

(7) For the reservation for Commission hearing and decision the issue of the use of liberalized depreciation with normalization for accounting and rate purposes.

(8) That the rate differential between zones C and D be maintained during the term of the Stipulation and the differential which may be proposed in any rate filing prior to November 1, 1973.

(9) For a moratorium on any increases in jurisdictional rates until July 1, 1972, except such increases made pursuant to the provisions of this Stipulation and Agreement.

(10) That Texas Eastern reaffirms its refund obligations regarding supplier refunds for prior periods as set forth in previous settlement agreements.

Copies of the Stipulation and Agreement, together with a motion of Texas Eastern for approval of this Agreement were served upon all parties to the above-captioned proceedings, all of Texas Eastern's jurisdictional customers and all interested State commissions.

Answers or comments relating to the Stipulation and Agreement may be filed with the Federal Power Commission, Washington, D.C. 20426, on or before February 16, 1971.

GORDON M. GRANT,
Secretary.

[FR Doc.71-1442 Filed 2-2-71;8:49 am]

[Docket No. CP71-7]

WASHINGTON NATURAL GAS CO.

Notice of Petition To Amend

JANUARY 27, 1971.

Take notice that on January 19, 1971, Washington Natural Gas Company (petitioner), 815 Mercer Street, Seattle, WA 98111, filed in Docket No. CP71-7 a petition to amend the order dated October 30, 1970, issuing a certificate of public convenience and necessity pursuant to section 7(c) of the Natural Gas Act in said docket by authorizing the construction and operation of certain additional facilities at the Jackson Prairie Storage Project, Lewis County, Wash., all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

In order to maintain the Storage Project's operational capacity and to effect proper distribution withdrawal from the various segments of the reservoirs, petitioner states that it will be necessary to drill additional observation, water production and gas injection wells, rework certain existing wells, and provide additional gas and water field lines and water disposal facilities. Petitioner states that the exact location of the new wells and the selection of the existing wells to be reworked has not been determined because sufficient production data from the reservoir operation for the current cycle are not available.

Applicant states that the cost of the facilities proposed herein will not exceed $500,000, which cost is to be shared equally by El Paso Natural Gas Co., Washington Water Power Co. and petitioner as joint owners of the Storage Project.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before February 16, 1971, file with the Federal Power 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.

GORDON M. GRANT,
Secretary.

[FR Doc.71-1443 Filed 2-2-71;8:50 am]

FEDERAL RESERVE SYSTEM

C. B. INVESTMENT CORP.

Order Approving Acquisition of Bank Stock by Bank Holding Company

In the matter of the application of C. B. Investment Corp., Houston, Tex., for approval of acquisition of 100 percent of the voting shares (less directors' qualifying shares) of the sucessor by merger to First City National Bank of Houston, Houston, Tex.

There has come before the Board of Governors, pursuant to section 3(a)(3) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(3)) and § 222.3 (a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), the application of C. B. Investment Corp., Houston, Tex. (Applicant), a registered bank holding company, for the Board's prior approval of the acquisition of 100 percent of the voting shares (less directors' qualifying shares) of the successor by merger to First City National Bank of Houston, Houston, Tex. (Bank). The successor bank only has significance as a means to facilitate the acquisition of all the voting shares of Bank, and the proposed acquisition of shares of the successor bank is treated as the proposed acquisition of shares of Bank.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Comptroller of the Currency, and requested his views and recommendation. The Comptroller responded that he had no objection to approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on December 1, 1970 (35 F.R. 18304), providing an opportunity for interested persons to submit comments and views with

respect to the proposal. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

The Board has considered the application in the light of the factors set forth in section 3(c) of the Act, including the effect of the proposed acquisition on competition, the financial and managerial resources and future prospects of the Applicant and the banks concerned, and the convenience and needs of the communities to be served. Upon such consideration, the Board finds that:

Applicant, with control of four banks in the suburban Houston area with deposits of $43 million representing 0.2 percent of the bank deposits in Texas, is the smallest registered bank holding company in the State and is not among the ten largest banking organizations. (Banking data are as of June 30, 1970, and represent holding company formations and acquisitions approved to date.) Additionally, Applicant owns less than 5 percent of the stock of 12 banks, and between 5 percent and 25 percent of the shares of four banks in that area. Although Applicant presently owns less than 1 percent of the shares of Bank (deposits of $930 million), the largest of 127 banks in Houston, a close relationship has existed between the two since Applicant's formation. Applicant was organized by shareholders of Bank in 1950 to hold shares of suburban Houston banks, and it has been staffed by Bank-related personnel since that time. At the present time, persons owning 24 percent of Bank's shares control 100 percent of Applicant's stock. An additional indication of the close relationship existing between Applicant and Bank is the fact that four of the banks in which Applicant has an ownership interest of 5 percent or more are majority controlled by stockholders who own more than 50 percent of the stock of the Bank. The present proposal would result in a strengthening of the existing relationship, but would appear to have no significant effect on existing or potential competition. On consummation of the acquisition, Applicant, rather than Bank, would be the third largest banking organization in Texas and would control 4.3 percent of deposits in the State.

Based upon the foregoing, the Board concludes that consummation of the proposal would not have an adverse effect on competition in any relevant area. The banking factors are regarded as consistent with approval. Considerations relating to the convenience and needs of the communities to be served are also consistent with approval of the application. It is the Board's judgment that the proposed transaction would be in the public interest, and that the application should be approved.

It is hereby ordered, For the reasons set forth in the findings summarized above, that said application be and hereby is approved; *Provided,* That the action so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such time be extended for good cause by the Board, or by the Federal Reserve Bank of Dallas pursuant to delegated authority.

By order of the Board of Governors,[1] January 28, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-1396 Filed 2-2-71;8:46 am]

CHEMICAL BANK AND TRUST CO.

Order Approving Application for Consolidation of Banks Under Bank Merger Act

JANUARY 28, 1971.

In the matter of the application of Chemical Bank and Trust Co., Midland, Mich., for approval of consolidation with The Commercial Savings Bank of Saint Louis, St. Louis, Mich.

There has come before the Board of Governors, pursuant to the Bank Merger Act (12 U.S.C. 1828(c)), an application by Chemical Bank and Trust Company, Midland, Mich., a member State bank of the Federal Reserve System, for the Board's prior approval of the consolidation of that bank with The Commercial Savings Bank of Saint Louis, St. Louis, Mich., under the charter and the name of the former institution. As an incident to the proposed consolidation, the sole office of The Commercial Savings Bank of Saint Louis would become a branch office of the resulting bank. Notice of the proposed consolidation, in form approved by the Board, has been published pursuant to said Act.

In accordance with the Act, the Board requested reports on the competitive factors involved from the Attorney General, the Comptroller of the Currency, and the Federal Deposit Insurance Corporation. The Board has considered all relevant material contained in the record in the light of the factors set forth in the Act, including the effect of the proposal on competition, the financial and managerial resources and prospects of the banks concerned, and the convenience and needs of the communities to be served, and upon such consideration,

It is hereby ordered, For the reasons set forth in the Board's Statement[1a] of this date, said application be and hereby is approved, provided that the action so approved shall not be consummated (a) before the 30th calendar day following the date of this order or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of Chicago pursuant to delegated authority.

By order of the Board of Governors,[2] January 28, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-1394 Filed 2-2-71;8:46 am]

CHEMICAL BANK AND TRUST CO.

Order Denying Application for Consolidation of Bank Under Bank Merger Act

In the matter of the application of Chemical Bank and Trust Co., Midland, Mich., for approval of consolidation with Gladwin County Bank, Beaverton, Mich.

There has come before the Board of Governors, pursuant to the Bank Merger Act (12 U.S.C. 1828(c)), an application by Chemical Bank and Trust Co., Midland, Mich., a member State bank of the Federal Reserve System, for the Board's prior approval of the consolidation of that bank with Gladwin County Bank, Beaverton, Mich., under the charter and name of the former institution. Notice of the proposed consolidation, in form approved by the Board, has been published as required by said Act.

In accordance with the Act, the Board requested reports on the competitive factors involved from the Attorney General, the Comptroller of the Currency, and the Federal Deposit Insurance Corporation. The Board has considered all relevant material contained in the record in the light of the factors set forth in the Act, including the effect of the proposal on competition, the financial and managerial resources and prospects of the banks concerned, and the convenience and needs of the communities to be served, and upon such consideration,

It is hereby ordered, For the reasons set forth in the Board's Statement[1] of this date, that said application be and hereby is denied.

By order of the Board of Governors,[2a] January 28, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-1393 Filed 2-2-71;8:46 am]

CITIZENS BANK AND TRUST CO.

Order Denying Application for Consolidation of Bank Under Bank Merger Act

In the matter of the application of Citizens Bank and Trust Co., Clare,

[1] Voting for this action: Chairman Burns and Governors Daane, Maisel, Brimmer, and Sherrill. Absent and not voting: Governors Robertson and Mitchell.

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

[2] Voting for this action: Chairman Burns and Governors Robertson, Mitchell, Daane, Maisel, and Brimmer. Absent and not voting: Governor Sherrill.

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

[2a] Voting for this action: Chairman Burns and Governors Robertson, Mitchell, Daane, Maisel, and Brimmer. Absent and not voting: Governor Sherrill.

Mich., for approval of consolidation with The Farwell State Savings Bank, Farwell, Mich.

There has come before the Board of Governors, pursuant to the Bank Merger Act (12 U.S.C. 1828(c)), an application by Citizens Bank and Trust Co., Clare, Mich., a member State bank of the Federal Reserve System, for the Board's prior approval of the consolidation of that bank with The Farwell State Savings Bank, Farwell, Mich., under the charter and name of the former institution. Notice of the proposed consolidation, in form approved by the Board, has been published as required by said Act.

In accordance with the Act, the Board requested reports on the competitive factors involved from the Attorney General, the Comptroller of the Currency, and the Federal Deposit Insurance Corporation. The Board has considered all relevant material contained in the record in the light of the factors set forth in the Act, including the effect of the proposal on competition, the financial and managerial resources and prospects of the banks concerned, and the convenience and needs of the communities to be served, and upon such consideration,

It is hereby ordered, For the reasons set forth in the Board's Statement[1] of this date, that said application be and hereby is denied.

By order of the Board of Governors,[2] January 28, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-1392 Filed 2-2-71;8:46 am]

MERCANTILE BANCORPORATION, INC.

Order Approving Action To Become Bank Holding Company

In the matter of the application of Mercantile Bancorporation, Inc., St. Louis, Mo., for approval of action to become a bank holding company.

There has come before the Board of Governors, pursuant to section 3(a)(1) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(1)), and § 222.3 (a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by Mercantile Bancorporation, Inc., St. Louis, Mo., for the Board's prior approval of action whereby applicant would become a bank holding company through the merger of Mercantile Trust Co. National Association, St. Louis, Mo., into a nonoperating bank of which applicant plans to own all but directors' qualifying shares and, as an incident to the merger, acquisition of indirect ownership of 100 percent of the voting shares (less directors' qualifying shares) of Mercantile-Commerce Trust Co., St. Louis, Mo.; and through acquisition of 100 percent of the voting shares (less directors' qualifying shares) of The Southern Missouri Trust Co., Springfield, Mo.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Comptroller of the Currency and the Commissioner of Finance of the State of Missouri, and requested their views and recommendations. The Deputy Comptroller recommended approval of the application, and the Commissioner offered no objection to approval.

Notice of receipt of the application was published in the FEDERAL REGISTER on November 7, 1970 (35 F.R. 17224), providing an opportunity for interested persons to submit comments and views with respect to the proposed transaction. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's Statement[1] of this date, that said application be and hereby is approved: *Provided,* That the action so approved shall not be consummated (a) before the 30th calendar day following the date of this order, or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of St. Louis pursuant to delegated authority.

By order of the Board of Governors,[2] January 28, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-1395 Filed 2-2-71;8:46 am]

INTERIM COMPLIANCE PANEL (COAL MINE HEALTH AND SAFETY)

WESTMORELAND COAL CO.

Application for Renewal Permit; Notice of Opportunity for Public Hearing

Application for a Renewal Permit for Noncompliance with the Interim Mandatory Dust Standard (3.0 mg./m.^{3}) has been accepted for consideration as follows:

(1) ICP Docket No. 10652, Westmoreland Coal Co., Pine Branch No. 1 Mine, USBM ID NO. 44 00298 0, Dunbar, Wise County, Va., Section ID No. 001 (No. 4 Main West).

In accordance with the provisions of section 202(b)(4) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Public Law 91-173), notice is hereby given that requests for public hearing as to an application for renewal may be filed within 15 days after publication of this notice. Requests for public hearing must be completed in accordance with 30 CFR Part 505 (35 F.R. 11296, July 15, 1970), copies of which may be obtained from the Panel on request.

A copy of the application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Suite 800, 1730 K Street NW., Washington, DC 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

JANUARY 29, 1971.

[FR Doc.71-1424 Filed 2-2-71;8:48 am]

WESTMORELAND COAL CO.

Applications for Renewal Permits; Notice of Opportunity for Public Hearing

Applications for Renewal Permits for Noncompliance with the Interim Mandatory Dust Standard (3.0 mg./m.^{3}) have been received as follows:

(1) ICP Docket No. 10651, Westmoreland Coal Co., Bullitt No. 1 Mine, USBM ID No. 44 00304 0, Appalachia, Wise County, Va., Section ID No. 001 (Main South Headings), Section ID No. 002 (Main South-1 Left). Section ID No. 003 (Main South-7 Left).

(2) ICP Docket No. 10653, Westmoreland Coal Co., Osaka No. 2 Mine, USBM ID No. 44 01688 0, Stonega, Wise County, Va., Section ID No. 001 (1 Right, 4 Face), Section ID No. 002 (6 Left, 4 Face), Section ID No. 003 (14 Face Right Headings), Section ID No. 005 (6 Face Right Headings).

(3) ICP Docket No. 10646, Westmoreland Coal Co., Wentz No. 2 Mine, USBM ID No. 44 01696 0, Stonega, Wise County, Va., Section ID No. 001 (7 Main East).

(4) ICP Docket No. 10648, Westmoreland Coal Co., Prescott No. 2 Mine, USBM ID No. 44 01689 0, Osaka, Wise County, Va., Section ID No. 001 (5 North Headings). Section ID No. 002 (5 North-8 Left).

In accordance with the provisions of section 202(b)(4) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Public Law 91-173), notice is hereby given that requests for public hearing as to an application for renewal may be filed within 15 days after publication of this notice. Requests for public hearing must be completed in accordance with 30 CFR Part 505 (35 F.R. 11296, July 15, 1970), copies of which may be obtained from the Panel on request.

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

[2] Voting for this action: Chairman Burns and Governors Robertson, Mitchell, Daane, Maisel, and Brimmer. Absent and not voting: Governor Sherrill.

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

[2] Voting for this action: Chairman Burns and Governors Robertson, Mitchell, Daane, Maisel, and Brimmer. Absent and not voting: Governor Sherrill.

A copy of the application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Suite 800, 1730 K Street NW., Washington, DC 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

JANUARY 29, 1971.

[FR Doc.71-1425 Filed 2-2-71;8:48 am]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24NY-6960]

AT-YOUR-SERVICE LEASING CORP.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

JANUARY 28, 1971.

I. At-Your-Service Leasing Corp. (AYSL), is a New Jersey corporation located at 449 60th Street, West New York, NJ. On October 23, 1969, it filed a notification in the New York Regional Office pursuant to Regulation A in connection with a proposed offering of 100,000 shares of its $0.01 par value common stock at $3 per share. The offering was to be conducted by TDA Securities, Inc. on a best efforts "one half (50,000 shares) or none" basis. The notification became effective on April 8, 1970. According to the offering circular AYSL is "engaged in the auto leasing business, specifically in long term auto leasing of predominately higher priced automobiles."

II. The Commission, on the basis of information reported to it by its staff, has reasonable cause to believe that:

A. The notification and offering circular contain untrue statements of material facts and omit to state material facts necessary in order to make the statements made, in the light of the circumstances under which they were made, not mislealing, with respect to the following:

1. The offering circular is materially false and misleading in that the issuer failed to conduct the offering in accordance with the terms set forth therein. More particularly the minimum number of shares required to be sold within a 90-day designated period was never reached yet the offering was continued and no funds were ever returned to subscribers as conditioned in the offering circular. In addition funds received from the public during the 90-day period of the offering were never deposited in the "special account" described in the offering circular in violation of Rule 15c2-4 of the general rules and regulations under the Securities Exchange Act of 1934.

2. The notification and offering circular fail to state that one Michael Hellerman would participate as an underwriter in the offering as that term is defined in section 2(11) of the Securities Act of 1933.

3. The offering circular omits to state material facts concerning an injunction filed November 24, 1969, in the U.S. District Court for the Southern District of New York restraining Michael Hellerman from further violation of sections 5(a) and 5(c) of the Securities Act of 1933 in connection with the sale of Trimatrix, Inc., stock.

4. The offering circular contains untrue statements concerning the sale of shares to the public, in particular, that 100,000 shares of AYSL would be issued to the public only if payment in the amount of $300,000 (less commissions and expenses of the underwriter) was received by AYSL. In fact only $127,500 was received by AYSL despite the issuance of 100,000 shares of stock to the public.

5. The offering circular omits to state material facts concerning a contractual agreement between AYSL and Tech-Ec Systems, Inc. whereby the latter company, for a fee of $20,000, would act as management consultants to AYSL in their public offering under Regulation A. The "Use of Proceeds" section of the offering circular omits any allocation for payment of the fee to Tech-Ec, notwithstanding the fact that pursuant to the agreement, one-half the fee was to be paid from the proceeds of the offering.

6. The offering circular contains untrue statements of material facts concerning the proposed transfer agent for the issuer, in particular, that Community National Bank and Trust Company of New York would perform all the requisite duties of transfer agent for AYSL. In fact, RLM Services, Ltd., pursuant to an agreement dated June 15, 1970, acted as transfer agent for AYSL.

B. Michael Hellerman, an undisclosed underwriter, and the subject of an injunction restraining him from further violation of sections 5(a) and 5(c) of the Securities Act of 1933, commenced participation in the offering after the filing of the notification and such participation is therefore deemed an event which would have rendered the exemption unavailable if it had occurred prior to such filing.

C. The use of the offering circular by the issuer operated as a fraud and deceit upon purchasers of the securities in violation of section 17(a) of the Securities Act of 1933, as amended.

III. It appearing to the Commission that it is in the public interest and for the protection of investors that the exemption of the Issuer under Regulation A be temporarily suspended:

It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption of the Issuer under Regulation A be, and it hereby is, temporarily suspended.

It is further ordered, Pursuant to Rule 7 of the Commission's rules of practice, that the Issuer file an answer to the allegations contained in this order within 30 days of the entry thereof.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for a hearing within 30 days after the entry of this order; that within 20 days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place for said hearing will be promptly given by the Commission. If no hearing is requested and none is ordered by the Commission, the order shall become permanent on the 30th day after its entry and shall remain in effect unless it is modified or vacated by the Commission.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[FR Doc.71-1416 Filed 2-2-71;8:48 am]

[812-2853]

JOHN HANCOCK MUTUAL LIFE INSURANCE CO. AND JOHN HANCOCK VARIABLE ACCOUNT A

Notice of Application for Exemptions

JANUARY 28, 1971.

Notice is hereby given that John Hancock Variable Account A (Account A) a registered, open-end, diversified, management investment company and John Hancock Mutual Life Insurance Co. (Hancock) Hancock Place, Boston, MA 02117 (herein collectively called Applicants) have filed an application pursuant to section 6(c) of the Investment Company Act of 1940 (Act) for an order exempting Applicants from sections 17(f), 22(d), and 27(c) (2) of the Act and Rule 17f-2 thereunder. Hancock established Account A, a separate account as defined by Rule 0-1(e) under the Act, in connection with the proposed offering of individual variable annuity contracts (Contracts) for use with pension, profit-sharing, or annuity plans meeting the requirements for qualification under sections 401, 403(a), 403(b), or 404(a) of the Internal Revenue Code. All interested persons are referred to the application on file with the Commission for a statement of the representations therein, which are summarized below.

Hancock is the sole owner of Account A's assets under Massachusetts Law and administers Account A. Hancock may be deemed to be Account A's investment adviser and principal underwriter as defined in the Act. Each Contract will represent Hancock's obligation to make annuity payments, commencing immediately under Single Payment Immediate Contracts or at a later date under Single Payment Deferred Contracts and Periodic Payment Deferred Contracts, to the

Annuitant on whose life the Contract is issued or to other persons specified in such contract, and to provide certain other benefits.

Applicants request exemption from the following provisions of the Act to the extent stated below:

Section 17(f) provides, in pertinent part, that a registered management investment company may maintain its securities and similar investments in its own custody in accordance with such rules, regulations and orders as may be adopted by the Commission for the protection of investors. Rule 17f–2 requires, among other things, that such assets be deposited with a bank or other company whose functions and facilities are supervised by Federal or State authority and limits the persons who shall have access to certain specified individuals. Applicants request an exemption from the provisions of section 17(f) and Rule 17f–2 thereunder to the extent necessary to permit Hancock to act as safekeeping agent for Account A in the manner and on the terms described in the application and also to permit a maximum of 10 duly authorized officers or employees of Hancock as well as the insurance authorities of the jurisdictions in which it does business (or their duly authorized representatives) to have access to the Account's securities and similar investments.

Section 22(d) provides, in pertinent part, that no registered investment company shall sell any redeemable security issued by it to any persons except at a current offering price described in the prospectus.

Beneficiaries designated under deferred Contracts may elect under certain circumstances to receive any minimum death benefit under terms of an Annuity Option described in the Contract in lieu of a single sum payment without imposition of any charge. If the beneficiary elects an option not based on life contingencies, it might be contended that such election constitutes sale of a redeemable security proscribed by section 22(d) of the Act.

Applicants state that as purchase payments are received, deductions are made for sales and administrative expenses, and, in the case of deferred Contracts, for Hancock's undertaking to pay a minimum death benefit. Applicants state that when beneficiaries elect to receive the minimum death benefit under an Annuity Option, Hancock incurs no significant selling expense and no significant administrative expenses over those incurred by a single sum payment. Applicants submit that imposition of a charge upon a beneficiary electing the Annuity Option would compound charges. They further state that all beneficiaries will be treated uniformly and no discrimination will result.

Exemption is requested from the requirements of section 22(d) of the Act to permit Hancock, without imposition of a sales load or other charge, to accord beneficiaries designated under deferred Contracts the right to elect an Annuity Option in lieu of receiving a single sum with respect to minimum death benefits.

Section 27(c)(2) prohibits a registered investment company or a depositor or underwriter for such company from selling periodic payment plan certificates unless the proceeds of all payments, other than the sales load, are deposited with a bank as trustee or custodian and held under an indenture or agreement containing, in substance, the provisions required by sections 26(a)(2) and 26(a)(3) of the Act for a unit investment trust. Section 26(a)(2) requires that the trustee or custodian segregate and hold in trust all securities and cash of the trust, and places certain restrictions on charges which may be made against the trust income and corpus, and excludes from expenses which the trustee or custodian may charge against the trust any payments to the depositor or principal underwriter, other than a fee not exceeding such reasonable amount as the Commission may prescribe, for performing bookkeeping and other administrative services delegated to them by the trustee or custodian. Section 26(a)(3) governs the circumstances under which the trustee or custodian may resign.

Applicants state that the Contracts may be deemed to be periodic payment plan certificates as defined in section 2(a)(26) of the Act. All purchase payments received will be applied (or held for later application) after deductions to Account A investments, of which Hancock will have custody as owner, not trustee, and may be deposited in accounts maintained by Hancock in banks having qualifications prescribed in section 26(a)(1) of the Act for the trustees of unit investment trusts. These bank accounts are to be regular bank accounts. The bank used, however, will not act as trustee or custodian for Account A, and the banks will not act under an indenture or agreement containing the provisions required by sections 26(a)(2) and 26(a)(3) of the Act for trust indentures of unit investment trusts.

Exemption is requested from the requirements of section 27(c)(2) of the Act to permit all purchase payments received under the Contracts by Hancock to be allocated to Account A for investment.

Applicants state that Hancock conducts a conventional life insurance business, and has total assets of nearly $10 billion and unassigned surplus exceeding $500 million. It is subject to supervision, regulation, and inspection by the Massachusetts Commissioner of Insurance, and applicable insurance laws in all jurisdictions where it does an insurance business. Applicants state that Hancock operates under circumstances contemplated by proposed Rule 27c–2 described in Investment Company Act Release No. 6039. Hancock is registered with the Commission as a broker-dealer under the Securities Exchange Act of 1934, and is a member of the National Association of Securities Dealers, Inc.

Applicants assert that Hancock's vault is similar or superior to vaults of most banks, and that Hancock keeps therein securities and other investments having a value in excess of $4 billion. It has elaborate rules governing access to its vaults and observes a high order of security for protection against loss and theft.

Applicants state that their Management Agreement incorporates most of the precautions of Rule 17f–2. All Hancock employees having access to the vault are covered by fidelity bonds. Also, Hancock maintains a fidelity bond which meets the requirements of section 17(g) of the Act covering all employees having access to Account A's securities and funds.

The Contracts represent legal obligations of Hancock which cannot be abandoned under the Massachusetts law until fully discharged. Fees and charges payable to Hancock with respect to Account A are specified in the Contracts and cannot be increased. Applicants state that Account A's assets equal to the reserves and other contractural obligations under the Contracts are not chargeable with liabilities arising out of any other business which Hancock may conduct.

Applicants contend that the assets of the Account and the interests of participants under the Contracts are safeguarded in a manner equal to or better than those specified in sections 17(f) and 27(c)(2) of the Act.

Applicants submit that the requested exemptions are necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Applicants have consented that the requested exemption may be made subject to the conditions that (1) the deductions under the contracts for administrative expenses and bookkeeping shall not exceed such reasonable amounts as the Commission shall prescribe, jurisdiction being reserved for such purpose, and (2) that the payment of sums and charges out of the assets of the Account A shall not be deemed to be exempted from regulation but the Applicants' consent to this condition shall not be deemed to be a concession to the Commission of authority to regulate the payment of sums and charges out of such assets other than charges for administrative services and bookkeeping.

Section 6(c) of the Act provides that the Commission, by order upon application, may conditionally or unconditionally exempt any persons or transactions from any provision or provisions of the Act, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than February 19, 1971, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a

hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the address stated above. Proof of such service by affidavit (or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive notice of further developments in the matter including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[FR Doc.71-1417 Filed 2-2-71;8:48 am]

[812-2503]

PITTSBURGH COKE & CHEMICAL CO.

Notice of Filing of Application for Order Exempting Proposed Transaction

JANUARY 28, 1971.

Notice is hereby given that Pittsburgh Coke & Chemical Co. (Applicant), Grant Building, Pittsburgh, PA 15219, a Delaware corporation and a closed-end, nondiversified investment company, registered under the Investment Company Act of 1940 (Act), has filed an application, as amended, pursuant to section 17(b) of the Act. Applicant seeks an order exempting from the provisions of section 17(a) of the Act the proposed purchase by Coons Pacific Co. (Coons) from First Grant Corp. (First Grant), a majority-owned subsidiary of Applicant, of all of First Grant's holdings of stock of Pittsburgh Pacific Co. (Pacific) for a price of $2,750,000 plus a contingent additional payment as set forth below. All interested persons are referred to the application, as amended, for a complete statement of Applicant's representations which are summarized below.

Applicant owns 90.6 percent of the capital stock of First Grant. Accordingly, First Grant is controlled by a registered investment company. First Grant owns 60 percent of the stock of Pacific. Accordingly, Pacific is indirectly controlled by Applicant and is an affiliate of Applicant and of First Grant. The capital stock of Pacific consists entirely of common stock, of which 600 shares are outstanding (excluding 400 shares in the treasury). First Grant owns 360 shares (60 percent) of Pacific's common stock; Coons owns the remaining 240 shares (40 percent).

Coons' ownership of 40 percent of the stock of Pacific makes it an affiliate of an affiliate of Applicant. Since the purchase of shares of common stock of Pacific by Coons from First Grant would constitute the purchase of property by an affiliate of an affiliate of an investment company from a company controlled by such registered investment company, the purchase is subject to section 17(a) of the Act and the purchase of Pacific common stock by Coons is accordingly conditioned on obtaining an order of the Commission under section 17(b) of the Act exempting the transaction.

Pacific, a Minnesota corporation, produces iron and manganiferous ores in the Lake Superior district, leases and operates mines substantially worked out by others, and specializes in the production and the sale of smaller quantities of natural iron ore products to fill individual customer requirements. The company also operates concentrating plants and does contract concentrating of ore.

Pacific's business is essentially a salvage operation involving the mining in Minnesota of iron ore properties which have already been mined and substantially exhausted by previous operators. Applicant represents that the Minnesota natural iron ore industry is rapidly declining and has a very limited number of years of existence remaining and that it is anticipated that Pacific itself will within a few years discontinue its mining operations. Applicant represents that mining experts have concluded that the Minnesota natural iron ore industry can maintain itself for no more than 5 or 6 years.

Mr. E. T. Binger, who owns 40 percent of Coons and is chairman of the board of directors of Pacific and Coons, was prior to December 1968, president, a director and treasurer of First Grant. In early October of 1968, Mr. Binger informed First Grant that he was resigning as an officer and director of First Grant. Mr. Binger agreed to remain available as an employee of First Grant through January 1969, to the extent necessary to assist the new management of First Grant. Mr. Binger's resignation was formally accepted by the First Grant board of directors at a meeting held on December 2, 1968.

At the time of his resignation, Binger concluded that the interests in Pacific should be consolidated and he entered into discussions with Applicant's officers concerning the consolidation of 100 percent of the interest of Pacific in either First Grant or Coons. Mr. Binger informed Applicant's management that Coons would be willing either to sell its 40 percent interest in Pacific to First Grant or to purchase First Grant's 60 percent interest in Pacific.

The application states that First Grant's management considered whether it wished to acquire 100 percent of the interest in Pacific but decided against it. First Grant had previously been engaged principally in the transportation of iron ore on a contract basis for steel companies. The company had developed certain knowledge of the steel business and consistent therewith it had acquired its interest in Pacific. First Grant's interests in iron ore transportation have, however, all been sold. Other than its Pacific interest, First Grant has no mineral related business except a minority interest in a joint venture in a South American mine in the exploratory stage. First Grant has concentrated its investments in airline related businesses and with this change of emphasis from mining to transportation, management and employees with expertise in mining activities have found employment with other companies. Applicant represents that Binger was the person most familiar with Pacific's mining business and without him First Grant had no one else who was familiar with Pacific's operation and it was unlikely First Grant could obtain anyone. The change in the nature of First Grant's business together with a lack of personnel familiar with Pacific's unique mining business, prompted First Grant to decide to sell its interest in Pacific to Coons.

First Grant discussed with Coons a basis for evaluation of the Pacific stock. There was no market for Pacific stock; the earnings of Pacific were regarded as too variable to be the basis upon which a price could be determined. Because of the bleak nature of the natural iron ore industry, the purchase of the Pacific stock was to be essentially in contemplation of the discontinuance of the iron ore business of Pacific within several years of the sale. There were no long-term sales contracts held by Pacific which would make it likely that Pacific would remain in the natural iron ore business beyond 1973. It appeared to the parties that the method of evaluation to be used for Pacific stock should be based on the value of the assets of Pacific or, in other words, a modified book value.

On January 24, 1969, an agreement of sale (attached as an exhibit to the application) between First Grant and Coons was entered into providing for the purchase by Coons of all of First Grant's shares (360 shares) of Pacific stock. The parties agreed that the selling price for First Grant's 60 percent interest in Pacific would be $2,750,000, which is based upon the adjusted book value of Pacific's assets for purposes of the sale. In addition to the adjusted book value, a contingency payment would be due to First Grant if certain future conditions occurred, as more fully described in the application. The parties negotiated the adjusted book value as follows: As of November 30, 1968, Pacific's total assets were $6,857,014 from which total liabilities of $1,959,069 were subtracted. Also, a deduction of $288,500 was made for assets of questionable value (representing 50 percent of total assets of questionable value at $577,000) and a deduction of $50,000 was made for a contingent liability not a part of total liabilities (representing 50 percent of the contingent liability taken to be $100,000). The resulting adjusted net worth, or book value,

was $4,559,445. Since First Grant owned 60 percent of the Pacific common stock, 60 percent of the adjusted book equity was approximately $2,750,000, the agreed upon selling price. Applicant asserts that the 1967 and 1968 earnings after taxes for Pacific averaged $370,000 a year and that the sales price per share was approximately 12 times earnings per share. Applicant has submitted as part of the application detailed information describing the assets in question.

In the course of the negotiations, Applicant's officers inquired of Mr. Binger whether Coons had any commitments or intention to resell the stock of Pacific or substantially all of the assets of Pacific. Although assured by Mr. Binger that no such commitments or intention existed, Applicant's officers desired to provide for First Grant's participation in any profit which might be obtained by Coons in the event of any such resale. The parties agreed that a contingent payment would be made if more than 50 percent of the shares of Coons or substantially all of the assets of Coons should be disposed of prior to December 31, 1971. Coons has stated that it has no present intention to make a sale which would give rise to any such contingent payment.

The parties decided that First Grant would share in any sum over and above the difference between the combined value of Pacific and Coons and the price which First Grant received for its 60 percent interest in Pacific. The combined value of Pacific and Coons was determined to be $5,520,000. (Pacific adjusted shareholder equity of $4,560,000, rounded to $4,600,000 plus the adjusted shareholder equity of Coons $920,000.) Pacific's adjusted shareholder equity ($4,600,000) was 83.3 percent of the combined agreed total value of Coons and Pacific. First Grant was selling 60 percent of the Pacific stock hence 50 percent of the combined value of Pacific and Coons was attributed to it (60 percent of 83.3 percent). The parties decided to adopt a sliding scale depending on the year in which a sale giving rise to a contingent payment might be made. They agreed on a scale of 50 percent and 25 percent for 1970 and 1971 respectively. Hence, if more than 50 percent of the shares of Coons are sold in 1971, it was agreed that First Grant would receive, as to all amounts received above $2,770,000, 25 percent of the 50 percent it contributed to the combined company; thus, First Grant would get 12.5 percent of such excess for a sale in 1971.

Applicant asserts that Mr. Binger's only interest in the contract is this ownership of approximately 40 percent of Coons, and that Mr. Binger received no compensation other than his regular salary in connection with the contract of sale.

Based on the foregoing information, which is elaborated upon in the application, Applicant and First Grant have determined that it would be to the advantage of their respective stockholders for First Grant to dispose of its interest in Pacific. Coons is interested in acquiring such interest which would give it 100 percent of the stock of Pacific.

Applicant asserts that the terms of the transaction are reasonable and fair and do not involve overreaching on the part of any person concerned. Applicant also asserts that the proposed transaction does not change the nature of applicant's business in any material respects, is consistent with its policy as recited in instruments filed under the Act and is also consistent with the general purposes of the Act.

Section 17(a) of the Act, as here pertinent, makes it unlawful for any affiliated person of a registered investment company, or any affiliated person of such a person, to purchase from a company controlled by such registered investment company any security or other property, unless the Commission upon application grants an exemption from such prohibitions pursuant to section 17(b) of the Act after finding that the terms of the proposed transaction are reasonable and fair and do not involve overreaching on the part of any person concerned and that the proposed transaction is consistent with the policy of the registered investment company and with the general purposes of the Act.

Notice is further given that any interested person may, not later than February 16, 1971 at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof of such service (by affidavit or in the case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[FR Doc.71-1418 Filed 2-2-71;8:48 am]

[811-1783]

SPECTRUM EQUITIES FUND, INC.

Notice of Filing of Application for Order Declaring That Company Has Ceased To Be an Investment Company

JANUARY 28, 1971.

Notice is hereby given that Spectrum Equities Fund, Inc. (Applicant), 555 Madison Avenue, New York, NY 10022, a management open-end diversified investment company registered under the Investment Company Act of 1940 (Act), has filed an application pursuant to section 8(f) of the Act for an order of the Commission declaring that Applicant has ceased to be an investment company as defined in the Act. All interested persons are referred to the application on file with the Commission for a statement of Applicant's representations, which are summarized below.

Applicant represents that subsequent to registering under the Act on December 19, 1968, it has issued no securities; it has no assets at the present time; a proposed public offering of Applicant's securities has now been abandoned; and it does not intend to proceed with the completion of a registration statement under the Securities Act of 1933 because of market conditions in general. Pursuant to Applicant's request, the registration statement was withdrawn on January 22, 1971. Applicant also requests an order of the Commission declaring that it has ceased to be an investment company as defined in the Act.

Section 8(f) of the Act provides, in pertinent part, that when the Commission, upon application, finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and upon the taking effect of such order the registration of such company shall cease to be in effect.

Notice is further given that any interested person may, not later than February 19, 1971, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues, if any, of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the Applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application may be issued by the Commission upon the basis of the information stated in said application, unless an order for

hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[FR Doc.71-1419 Filed 2-2-71;8:48 am]

[File No. 24NY-6823]

TECH-EC SYSTEMS, INC.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

JANUARY 28, 1971.

I. Tech-Ec Systems, Inc. (TES) is a New York corporation located at 124 East 40th Street, New York, NY. On June 17, 1969, it filed a notification in the New York Regional Office pursuant to Regulation A in connection with a proposed offering of 60,000 shares of its $0.01 par value common stock at $5 per share. The offering was to be conducted by the company through its officers and directors without the use of an underwriter. The offering commenced on September 21, 1969.

On October 28, 1969, a posteffective amendment was filed adding TDA Securities, Inc. (TDA), as an underwriter of the offering.

The offering recommenced on May 22, 1970. The amended offering circular provided that TES would offer 100,000 shares of its $0.01 par value common stock at $3 per share on a best efforts "one-fifth (20,000) shares or none" basis. If the minimum number of shares was not sold within 90 days of the amended effective date, all funds were to be returned to subscribers.

According to the offering circular TES was organized "for the purpose of offering a broad range of management, consulting, investment, and financial services * * *".

II. The Commission, on the basis of information reported to it by its staff, has reasonable cause to believe that:

A. The notification and offering circular contain untrue statements of material facts and omit to state material facts necessary in order to make the statements made, in the light of the circumstances under which they were made, not misleading, with respect to the following:

1. The offering circular is materially false and misleading in that the issuer failed to conduct the offering in accordance with the terms set forth therein. More particularly the minimum number of shares required to be sold within a 90-day designated period was never reached yet the offering was continued and no funds were ever returned to subscribers as conditioned in the offering circular. In addition, funds received from the public were deposited in the "special account" described in the offering circular, after the 90-day period had expired.

2. The notification and offering circular fail to state that one Michael Hellerman would participate as an underwriter in the offering as that term is defined in section 2(11) of the Securities Act of 1933.

3. The offering circular omits to state material facts concerning an injunction filed November 24, 1969 in the U.S. District Court for the Southern District of New York restraining Michael Hellerman from further violations of section 5 (a) and (c) of the Securities Act of 1933 in connection with the sale of Trimatrix, Inc., stock.

4. The offering circular contains untrue statements concerning the sale of shares to the public, in particular, that 100,000 shares of TES would be issued to the public only if payment in the amount of $300,000 (less commissions and expenses of the underwriter) was received by TES. In fact only a small fraction of that amount was received by TES despite the issuance of 100,000 shares of stock to the public.

B. Michael Hellerman, an undisclosed underwriter, and the subject of an injunction restraining him from further violation of section 5 (a) and (c) of the Securities Act of 1933, commenced participation in the offering after the filing of the notification and such participation is therefore deemed an event which would have rendered the exemption unavailable if it had occurred prior to such filing.

C. The use of the offering circular by the issuer operated as a fraud and deceit upon purchasers of the securities in violation of section 17(a) of the Securities Act of 1933, as amended.

III. It appearing to the Commission that it is in the public interest and for the protection of investors that the exemption of the Issuer under Regulation A be temporarily suspended:

It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption of the Issuer under Regulation A be, and it hereby is, temporarily suspended.

It is further ordered, Pursuant to Rule 7 of the Commission's rules of practice, that the Issuer file an answer to the allegations contained in this order within 30 days of the entry thereof.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for a hearing within 30 days after the entry of this order; that within 30 days after the receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration the presentation of additional matters at the hearing; and that notice of the time and place for said hearing will be promptly given by the Commission. If no hearing is requested and none is ordered by the Commission, the order shall become permanent on the 30th day after its entry and shall remain in effect unless it is modified or vacated by the Commission.

By the Commission.

ORVAL L. DUBOIS, *Secretary.*

[FR Doc.71-1420 Filed 2-2-71;8:48 am]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30-H (Region II), Amdt. 3]

REGIONAL DIVISION CHIEFS ET AL., REGION II

Delegation of Authority To Conduct Program Activities in Region II

Correction

In F.R. Doc. 71-1127 appearing at page 1293 in the issue of Wednesday, January 27, 1971, the headings should read as set forth above.

[Delegation of Authority No. 30-D (Region VIII), Amdt. 1]

REGIONAL DIVISION CHIEFS ET AL., REGION VIII

Delegation of Authority To Conduct Program Activities in Region VIII

Correction

In F.R. Doc. 71-1128 appearing at page 1299 in the issue of Wednesday, January 27, 1971, the headings should read as set forth above.

[Delegation of Authority No. 30-G (Region IV), Amdt. 2]

REGIONAL DIVISION CHIEFS ET AL., REGION IV

Delegation of Authority To Conduct Program Activities in Region IV

Pursuant to the authority delegated to the regional director by Delegation of Authority No. 30-G, 35 F.R. 9955, as amended (35 F.R. 12630, 35 F.R. 15033, and 35 F.R. 17156), Delegation of Authority No. 30-G (Region IV) (35 F.R. 12434) as amended (36 F.R. 651), is hereby further amended by revising Item I.A.2.b., Item I.B., Item II.A.2.b., Item III.A.2.b., and Item IV.A.1.b.(2) to read as follows:

I. *Regional Division Chiefs, Regional Counsel, and Staffs*—A. *Chief and Assistant Chief, Financing Division.* * * *

2. * * *

b. To approve displaced business loans and coal mine health and safety loans up to $350,000 (SBA share) and to decline them in any amount.

* * * * *

B. *Supervisory Loan Officers (Financing Division).* 1. To approve or decline

business, disaster, displaced business, and coal mine health and safety loans not exceeding $50,000 (SBA share) and economic opportunity loans not exceeding $25,000 (SBA share).

* * * * *

II. *District Directors—A. Financing Program.* * * *

2. * * *

b. To approve or decline displaced business loans and coal mine health and safety loans up to $350,000 (SBA share).

* * * * *

III. *District Division Chiefs, District Counsel, and Staffs—A. Chief, Financing Division.* * * *

2. * * *

b. To approve or decline displaced business loans and coal mine health and safety loans up to $350,000 (SBA share).

* * * * *

IV. *Branch Manager—A. Gulfport, Mississippi—1. Financing Program.* * * *

b. * * *

(2) To approve or decline displaced business loans and coal mine health and safety loans up to $350,000 (SBA share).

* * * * *

Effective date: January 4, 1971.

WILEY S. MESSICK,
Regional Director, Region IV.

[FR Doc.71-1414 Filed 2-2-71;8:48 am]

TARIFF COMMISSION

[AA1921-65]

FERRITE CORES FROM JAPAN

Determination of Injury

The Assistant Secretary of the Treasury advised the Tariff Commission on October 28, 1970, that ferrite cores (of the type used in consumer electronic products) from Japan are being, and are likely to be, sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended. In accordance with the requirements of section 201(a) of the Antidumping Act (19 U.S.C. 160 (a)), the Tariff Commission instituted Investigation No. AA1921-65 to determine whether an industry in the United States is being, or is likely to be, injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

A public hearing was held on December 8, 1970. Notice of the investigation and hearing was published in the FEDERAL REGISTER of November 4, 1970 (35 F.R. 17012).

In arriving at a determination in this case, the Commission gave due consideration to all written submissions from interested parties, evidence adduced at the hearing, and all factual information obtained by the Commission's staff from questionnaires, personal interviews, and other sources.

On the basis of the investigation, the Commission determined by a vote of 3 to 2[1] that an industry in the United States is being injured by reason of the importation of ferrite cores (of the type used in consumer electronic products) from Japan sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

STATEMENT OF REASONS FOR AFFIRMATIVE DETERMINATION BY COMMISSIONERS SUTTON, CLUBB, AND MOORE

In our opinion an industry in the United States is being injured by reason of the importation of ferrite cores of the type used in consumer electronic products from Japan, which are being sold at less than fair value (LTFV) within the meaning of the Antidumping Act, 1921, as amended. Moreover, there is a likelihood of greater injury to the industry should the amounts of price discrimination not be offset by special dumping duties.

The industry. In making this determination under section 201(a) of the Antidumping Act, we have considered the injured industry to consist of the operations of all U.S. facilities producing ferrite cores of the type covered by Treasury's determination of sales at LTFV.

Imported product. The ferrite cores from Japan, determined by Treasury to be sold at LTFV, consist of cores of a type commonly used as components in consumer electronic products such as household television receivers, radios, stereo and high fidelity radio systems, and automobile radios. Of all the LTFV imported cores, deflection yoke cores and flyback cores which are used in television receivers reflected the major volume (about 80 percent) of the imports; other significant LTFV imports (about 20 percent) consisted of I-shaped cores, threaded cores, insert cores, antenna rod cores, and drum cores. Hereinafter, the use of "ferrite cores" has reference to cores of the type covered by Treasury's determination of sales at LTFV unless the context indicates otherwise.

During the investigation an issue arose as to whether certain imports of "pot cores" from Japan were within the scope of Treasury's determination of sales at LTFV (i.e., were they ferrite cores of a type used in consumer electronic products). We were unable to identify any imports of pot cores of a type commonly used in consumer electronic products. Accordingly, the known imports of pot cores did not enter into our considerations in this investigation.

Claims of interested parties. Representatives of the industry claim that they are suffering serious injury from the imports of ferrite cores from Japan which were sold at LTFV and that they are likely to be further injured if such imports continue. However, they deny that the totality of injury suffered from such imports must be attributable solely or primarily to sales at LTFV if an injury determination is to be made in this case. Rather, they claim that if the degree of injury caused solely by the dumping practice is more than de minimis the Commission must determine there is injury. We agree with this premise.

Representatives of the importers claim that injury to the domestic industry is attributable primarily, if not solely, to factors other than sales at LTFV and, therefore, a negative determination must be made. We agree that if injury is attributable solely to factors other than sales at LTFV, and affirmative finding should not be made in this case. However, if injury is attributable in part to the LTFV sales of the ferrite cores and such injury is more than de minimis, we must make an affirmative determination. The relative importance of such injury to injuries caused by other factors is irrelevant.

The industry claims that the sales at LTFV have caused market disruptions and a serious depression in the U.S. prices for the ferrite cores with resulting loss of profits as its injury. The importers of LTFV ferrite cores claim essentially that the depressed prices are a result of factors other than sales at LTFV, the major causal factor seemingly being a diminishing market for the cores.

Size of the U.S. Market. The U.S. market for ferrite cores has had a general growth for over two decades. Sales of such cores in 1965, the year prior to the start of substantial sales and offers of sales of LTFV Japanese cores, were about at their highest level to date. It is therefore considered conservative to use the quantity of sales of such cores in that year as a "norm" year. In 1966, the quantity of sales of ferrite cores in the United States reached its highest peak, a phenomenon caused by a rapid surge in the production and sale of color TV sets. Thereafter, the quantities of sales continued at a high plateau for 3 years (1967 through 1969) with an average volume 31 percent higher than in the "norm" year. Estimated sales of ferrite cores in 1970 indicate diminishing sales during that year; however, as most prices were appreciably depressed during the high plateau years 1967 through 1969, the size of the market in 1970 has little bearing on our consideration of the effect of LTFV imports since the major surge of sales, and offers of sales, of the LTFV imports of cores in the domestic market occurred in the high plateau period.

Price levels in the market. As previously stated, the quantity of sales of ferrite cores in the U.S. market increased in 1966 when sales of TV sets surged higher. In that year the unit values of ferrite cores rose somewhat. However, in the high plateau period when the quantity of sales continued at an average level much higher than the "norm" year, the dollar value of sales and average unit prices had a continuous drop with unit values falling far

[1] Commissioners Sutton, Clubb, and Moore determined in the affirmative. Commissioners Leonard and Young determined in the negative. Their statement of reasons follow. Chairman Mize did not participate in the investigation.

below the unit values existing in the "norm" year.

Comparisons of delivered prices. About 80 percent of the value of all LTFV imports consisted of deflection yoke cores and flyback cores. Sales of such cores in the domestic market during the high plateau period were found to be always at delivered prices (or their equivalents) far below the delivered prices for the comparable domestic cores. Domestic prices of such ferrite cores were incrementally lowered during the price-war period with aggregate price reductions ranging from 16 to 44 percent of the former domestic prices. During the plateau period, prices of the Japanese cores had incremental drops ranging in the aggregate from 22 to 29 percent of their original low prices in the United States. Prices for such LTFV cores were virtually, if not always, below the prices of their domestic counterparts. In the early stages of competition between the LTFV cores and domestic cores, the price differentials were somewhat greater than the margins of dumping (amounts of price discrimination): However, such price differentials were narrowed to such a point that they could be equated generally with the dumping margins in mid-1969 when the continued downward pricing of Japanese cores slowed, a time in which imports had diminished to a minor level in apparent concern over this dumping investigation.

About 20 percent of the value of all LTFV imports of ferrite cores consisted of cores having similar unit values than those for the cores discussed immediately above. Available price data indicates that the LTFV cores in this category were generally sold at delivered prices (or their equivalents) that were considerably lower than the delivered prices for their domestic counterparts. Moreover, the margins of underselling appeared to be dependent in large part, if not solely, upon the large margins of dumping found by Treasury to be prevalent among such imports.

Price depression. It is clear that 80 percent of the imports at LTFV have been sold at quite low price levels which have caused serious depressions in domestic market prices. The injury ensuing from such price depressions is not all attributable to the margins of dumping; however, such injury is attributable in substantial part to such margins and constitutes a substantial injury in itself which is more than de minimis. As to the remaining 20 percent of the LTFV imports, this portion of the industry's sales has suffered serious price depressions attributable largely to the dumping margins which are appreciable in size.

Conclusion. The disruptions in the U.S. market prices for ferrite cores of a type used in consumer electronic products are quite large and of a serious nature. They are attributable in large measure to the margins of dumping which undergird the low prices of such cores in the United States. Such disruptions, to the extent they are attributable to the dumping margins, are substantial; they cannot be viewed as de minimis because other factors may also be contributing in large part to the price disruptions. Accordingly, we conclude that LTFV imports from Japan are injuring an industry in the United States. Moreover, if such imports are permitted to continue at their last known price levels without the assessment of special dumping duties to offset the margins of dumping, it can be anticipated that domestic prices will take a further downward trend because the domestic industry has not yet met the lowest prices of the Japanese LTFV ferrite cores. Thus, an even greater injury can be anticipated, we conclude that the likelihood of injury to the domestic industry by reason of such imports at LTFV is even greater than the present injury.

STATEMENT OF REASONS FOR NEGATIVE DETERMINATION OF COMMISSIONERS LEONARD AND YOUNG

The Antidumping Act, 1921, as amended, requires that three conditions be satisfied before an affirmative determination can be made.

First, there must be dumping. Unless the Secretary of the Treasury has determined "that a class or kind of foreign merchandise is being, or is likely to be, sold in the United States or elsewhere at less than its fair value," the Tariff Commission has no basis upon which to institute an investigation.

Second, there must be injury, or likelihood of injury, to an industry in the United States, or an industry in the United States must be prevented from being established. The quantum or description of injury is not disclosed in the statute.

And third, there must be a connection between the first two conditions, that is, the injury (or likelihood of injury or prevention of establishment) must be "by reason of" the importation into the United States of the class or kind of foreign merchandise the Secretary of the Treasury determines is being or is likely to be sold at less than fair value. Although few determinations in the past have dealt explicitly with this third condition, it is an integral part of the law which must be fulfilled before an affirmative determination can be made.

The first condition, a determination by the Secretary of the Treasury of sales and the likelihood of sales at less than fair value of ferrite cores from Japan of the type used in consumer electronic products (CEP), was met, and the Commission instituted the instant investigation.

The second condition has been satisfied. There is injury and likelihood of injury to the domestic industry composed of ferrite core producers in the United States. The injury is a depression in the prices at which the domestic ferrite core producers sold their products and offered them for sale.

However, we make a negative determination because we do not find satisfied in the instant case the third condition of the statute, that injury (or likelihood of injury or prevention of establishment) is "by reason of" the importation of merchandise sold or likely to be sold at less than fair value. The facts uncovered in this investigation do not show cause and effect relationship between the importation of Japanese ferrite cores sold or likely to be sold in the United States at less than fair value and injury or likelihood of injury, i.e., price depression, to the domestic ferrite core industry.[1] What the facts do show follows.

Market conditions. The domestic CEP ferrite core industry in recent years has encountered steadily increasing competition from imports of consumer electronic products (television sets and radios) containing CEP ferrite cores. There is only nominal production and trade in CEP ferrite cores other than those used in television sets and radios. In these circumstances the domestic production and consumption of radios and television sets are a most important consideration in assessing market demand for CEP ferrite cores.

From 1964 when imports of television sets were 7.7 percent of domestic consumption, the share of the domestic market enjoyed by imports rose to 31.5 percent in 1969. For radios, during this period the increase was from 44.3 to 70.9 percent. Aside from the increased share of the market for television sets taken by imports, apparent consumption declined from a high of 12.2 million sets in 1966 to 10.9 million in 1969. Accordingly, the number of television sets produced in the United States dropped from a high of 11.7 million sets in 1966 to 8.9 million in 1969. U.S. radio production fell from 23 million units to 15.8 million units during this period. Since CEP ferrite cores are produced almost exclusively for use in television sets and radios, a sharp decline in demand for cores accompanied the lower domestic production of television sets and radios after 1966. The natural consequence has been a depression in ferrite core prices as domestic core producers vigorously competed for the dwindling domestic market.

Subassembly. The domestic market for CEP ferrite cores has been further diminished by increased entry into the United States of ferrite cores as parts of subassemblies. Imports of subassemblies for consumer products rose sharply in the last 6 years from 2.6 percent of apparent consumption in 1965 to 28 percent in 1970. The entry of subassemblies has caused decreased domestic demand for CEP ferrite cores, and again the natural concomitant is a price depression.

[1] There is no evidence that the importation of Japanese ferrite cores sold or likely to be sold in the United States at less than fair value prevented an industry in the United States from being established; therefore, we shall not treat further with this consequence of dumping which is a statutory alternative to injury or likelihood of injury.

Import penetration. In 1965, imports of ferrite cores were insignificant, accounting for a mere 0.7 percent of domestic consumption. Although there was a one-time temporary bulge in 1967, when imports obtained 4 percent of domestic consumption, the import level collapsed immediately to 1.3 percent of domestic consumption in 1968. In 1969 and 1970, imports at 0.4 percent of consumption were even below their insignificant level of 0.7 percent registered in 1965. Thus, the evidence does not point to any real market penetration, and without any real market penetration it is difficult to aline price depression of domestic ferrite cores with imports. The minimal market penetration is further highlighted when it is noted that the above import figures are for all ferrite core imports from Japan, not only those sold or likely to be sold at less than fair value. For an affirmative determination to be made in the light of such a minimal market penetration, there would have to be other evidence present, generally indicating a probability on the part of the dumping party to penetrate the market sufficiently in the future. Such evidence has not been discovered in this investigation.

Price suppression or depression. During the 5-year period 1965–70, CEP ferrite core prices declined at a time when other prices in the U.S. economy showed a steady increase. This downward trend in ferrite core prices, which was counter to the general price level, appears to have no relationship to the level of core imports as might be assumed from the 1967 import increase. Following the rapid decrease in ferrite core imports after 1967, domestic prices of cores continued their steady decline.

Conclusion. To sum up then, the facts produced in this investigation seem to indicate that any injury or likelihood of injury to the U.S. ferrite core industry measured by depressed prices is by reason of a continued worsening of competitive market conditions and not by reason of imports sold or likely to be sold at less than fair value. Therefore, a negative determination is required.

By order of the Commission.

[SEAL] KENNETH R. MASON, *Secretary.*

[FR Doc.71-1446 Filed 2-2-71;8:50 am]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATION FOR RELIEF

JANUARY 29, 1971.

Protests to the granting of an application must be prepared in accordance with § 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 42121—*Liquid caustic soda from Geismar, La.* Filed by O. W. South, Jr., agent (No. A6222), for interested rail carriers. Rates on caustic soda (sodium hydroxide), liquid, in tank carloads, as described in the application, from Geismar, La., to Jacksonville and South Jacksonville, Fla., also Brunswick and Savannah, Ga.

Grounds for relief—Market competition.

Tariff—Supplement 165 to Southern Freight Association, agent, tariff ICC S-699.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-1480 Filed 2-2-71;8:52 am]

[Notice 4]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

JANUARY 29, 1971.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules—Motor Carriers of Passengers, 1969 (49 CFR 1042.2(c)(9)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.2(c)(9)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.2(c)(9)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC-1515 (Deviation No. 576) (Cancels Deviation No. 350), GREYHOUND LINES, INC. (Eastern Division), 1400 West Third Street, Cleveland, OH 44113, filed January 19, 1971. Carrier proposes to operate as a *common carrier,* by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From Clifton Forge, Va., over Interstate Highway 64 to junction West Virginia Highway 12, thence over West Virginia Highway 12 to junction U.S. Highway 60; with the following access roads: (1) from Covington, Va., over U.S. Highway 60 to Interchange Interstate Highway 64 southeast of Covington, Va.; (2) from Covington, Va., over U.S. Highway 60 to Interchange Interstate Highway 64 near Callaghan, Va.; (3) from White Sulphur Springs, W. Va., over U.S. Highway 60 to junction Interstate Highway 64; (4) from junction Harts Run Road and U.S. Highway 60 west of White Sulphur Springs, W. Va., over Harts Run Road to junction Interstate Highway 64; and (5) from Lewisburg, W. Va., over U.S. Highway 219 to junction Interstate Highway 64, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From Lexington, Va., over U.S. Highway 60 via Clifton Forge and Callaghan, Va., to junction unnumbered highway near Montgomery, W. Va., and return over the same route.

No. MC-1940 (Deviation No. 20), TRAILWAYS OF NEW ENGLAND, INC., 1200 Eye Street NW., Washington, DC 20005, filed January 15, 1971. Carrier proposes to operate as a *common carrier,* by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From Hartford, Conn., over Interstate Highway 84 to junction Interstate Highway 684 near Brewster, N.Y., thence over Interstate Highway 684 to junction Interstate Highway 287, thence over Interstate Highway 287 to junction Interstate Highway 87, thence over Interstate Highway 87 to New York, N.Y., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From New York, N.Y., over U.S. Highway 1 to New Haven, Conn., thence over U.S. Highway 5 via Hamden, North Haven and Wallingford, Conn., to junction Alternate U.S. Highway 5 approximately 3 miles south of Meriden, Conn., thence over Alternate U.S. Highway 5 via Meriden to junction U.S. Highway 5 approximately 3 miles north of Meriden, thence over U.S. Highway 5 via Newington and Wethersfield, Conn., to Hartford, Conn. (also from New Haven over U.S. Highway 5 to Hartford; also from New Haven over U.S. Highway 15 to Middletown, Conn., thence over U.S. Highway 9 to Hartford), and return over the same routes.

No. MC-50026 (Deviation No. 16) (Cancels Deviation Nos. 10 and 12), ARKANSAS MOTOR COACHES LIMITED, INC., 100 Main Street, Little Rock, AR 72201, filed January 18, 1971. Carrier proposes to operate as a *common carrier,* by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From Hope, Ark., over Arkansas Highway 4 to junction Interstate Highway 30, thence over Interstate Highway 30 to junction U.S. Highways 59–71, thence over U.S. Highways 59–71 to Texarkana, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From Memphis, Tenn., over U.S. Highway 70 to Hot Springs National Park, Ark., thence over U.S. Highway 67 to Texarkana, Tex., and return over the same route.

No. MC-50026 (Deviation No. 17) (Cancels Deviation No. 14), ARKANSAS

MOTOR COACHES LIMITED, INC., 100 Main Street, Little Rock, AR 72201, filed January 18, 1971. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From junction U.S. Highway 67 and Interstate Highway 30, 2 miles south of Benton, Ark., over Interstate Highway 30 and U.S. Highway 270 over U.S. Highway 270 to Malvern, Ark. (a distance of 3.2 miles); (2) from junction Interstate Highway 30 and Arkansas Highway 8 over Arkansas Highway 8 to Arkadelphia, Ark. (a distance of 2.4 miles); (3) from junction Interstate Highway 30 and Arkansas Highway 26 over Arkansas Highway 26 to Gum Springs Junction, Ark. (a distance of 1.6 miles); (4) from junction Interstate Highway 30 and Arkansas Highway 53 over Arkansas Highway 53 to Gurdon, Ark. (a distance of 5.6 miles); and (5) from junction Interstate Highway 30 and Arkansas Highway 51 over Arkansas Highway 51 to junction U.S. Highway 67 (a distance of 2 miles); and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over pertinent service routes as follows: (1) From Memphis, Tenn., over U.S. Highway 70 to Hot Springs Park, Ark., thence over U.S. Highway 67 to Texarkana, Tex.; and (2) from Benton, Ark., over U.S. Highway 67 to junction Arkansas Highway 7 (5 miles north of Arkadelphia, Ark.), and return over the same routes.

No. MC–61616 (Deviation No. 37) (Cancels Deviation Nos. 22 and 27), MIDWEST BUSLINES, INC., 433 West Washington Avenue, North Little Rock, AR 72114. Carrier's representative: Nathaniel Davis, Post Office Box 1188, Little Rock, AR 72203. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers over a deviation route as follows: From Hope, Ark., over Arkansas Highway 4 to junction Interstate Highway 30, thence over Interstate Highway 30 to junction U.S. Highways 59–71, thence over U.S. Highways 59–71 to Texarkana, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From St. Louis, Mo., over U.S. Highway 67 to Judsonia, Ark., thence over U.S. Highway 67 to junction U.S. Highway 67C, thence over U.S. Highway 67C to junction U.S. Highway 67, thence over U.S. Highway 67 to Maud, Tex., thence over Texas Highway 8 to junction U.S. Highway 59 to Marshall, Tex., thence over Texas Highway 43 to Henderson, Tex., thence over U.S. Highway 79 to Palestine, Tex., thence over U.S. Highway 287 to Crockett, Tex., thence over Texas Highway 19 to Huntsville, Tex., thence over U.S. Highway 75 to Houston, Tex., thence over Texas Highway 288 to Freeport, Tex., and return over the same route.

No. MC 61616 (Deviation No. 38) (Cancels Deviation No. 31), MIDWEST BUSLINES, INC., 433 West Washington Avenue, North Little Rock, AR 72114. Carrier's representative: Nathaniel Davis, Post Office Box 1188, Little Rock, AR 72203. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers over a deviation route as follows: From junction U.S. Highway 67 and Interstate Highway 30, 2 miles south of Benton, Ark., over Interstate Highway 30 to junction Arkansas Highway 19, thence over Arkansas Highway 19 to Prescott, Ark., with the following access roads: (1) From junction Interstate Highway 30 and U.S. Highway 270 over U.S. Highway 270 to Malvern, Ark. (a distance of 3.2 miles); (2) from junction Interstate Highway 30 and Arkansas Highway 8 over Arkansas Highway 8 to Arkadelphia, Ark. (a distance of 2.4 miles); (3) from junction Interstate Highway 30 and Arkansas Highway 26 over Arkansas Highway 26 to Gum Springs Junction, Ark. (a distance of 1.6 miles); (4) from junction Interstate Highway 30 and Arkansas Highway 53 over Arkansas Highway 53 to Gurdon, Ark. (a distance of 5.6 miles); and (5) from junction Interstate Highway 30 and Arkansas Highway 51 over Arkansas Highway 51 to junction U.S. Highway 67 (a distance of 2 miles); and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From St. Louis, Mo., over U.S. Highway 67 to Judsonia, Ark., thence over U.S. Highway 67 to junction U.S. Highway 67C, thence over U.S. 67C to junction U.S. Highway 67, thence over U.S. Highway 67 to Maud, Tex., thence over Texas Highway 8 to junction U.S. Highway 59, thence over U.S. Highway 59 to Marshall, Tex., thence over Texas Highway 43 to Henderson, Tex., thence over U.S. Highway 79 to Palestine, Tex., thence over U.S. Highway 287 to Crockett, Tex., thence over Texas Highway 19 to Huntsville, Tex., thence over U.S. Highway 75 to Houston, Tex., thence over Texas Highway 288 to Freeport, Tex., and return over the same route.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-1484 Filed 2-2-71;8:52 am]

[Notice 4]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

JANUARY 29, 1971.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969 (49 CFR 1042.4(d)(11)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.4(d)(11)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.4(d)(12)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC–22301 (Deviation No. 4), SIOUX TRANSPORTATION COMPANY, INC., Post Office Box 3088, Sioux City, IA 51102, filed December 1, 1970. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Omaha, Nebr., over city streets to junction U.S. Highway 73, thence over U.S. Highway 73 via Blair, Winnebago and South Sioux City, Nebr., to Sioux City, Iowa, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Omaha, Nebr., over U.S. Highway 75 to Missouri Valley, Iowa, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Chicago, Ill.; and (2) from Sioux City, Iowa, over U.S. Highway 75 to Missouri Valley, Iowa, and return over the same routes.

No. MC–35334 (Deviation No. 18), COOPER-JARRETT, INC., 23 South Essex Avenue, Orange, NJ 07051, filed December 7, 1970, amended January 21, 1971. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From the northeast extension of the Pennsylvania Turnpike at Exit 33 at the junction of Interstate Highway 78, over Interstate Highway 78 to junction Pennsylvania Highway 309, thence over Pennsylvania Highway 309 to junction Pennsylvania Highway 93, thence over Pennsylvania Highway 93 to junction Interstate Highway 81, thence over Interstate Highway 81 to junction Interstate Highway 80, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Wallingford, Conn., over Connecticut Highway 70 to junction Interstate Highway 84, thence over Interstate Highway 84 to junction Interstate Highway 81E, thence over Interstate Highway 81E to junction Interstate Highway 80, thence

over Interstate Highway 80 to junction Interstate Highway 79 at or near Mercer, Pa.; and (2) from Philadelphia, Pa., over the Northeast Extension of the Pennsylvania Turnpike to junction Interstate Highway 80, and return over the same routes.

No. MC-48958 (Deviation No. 26), ILLINOIS-CALIFORNIA EXPRESS, INC., 510 East 51st Avenue, Denver, CO 80216, filed January 19, 1971. Carrier's representative: Morris G. Cobb, Post Office Box 9050, Amarillo, TX 79105. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Dallas, Tex., over Interstate Highway 35E to junction Texas Highway 24, thence over Texas Highway 24 to junction U.S. Highway 287, thence over U.S. Highway 287 to junction U.S. Highway 66 (Interstate Highway 40), thence over U.S. Highway 66 (Interstate Highway 40) to junction U.S. Highway 666 (near Gallup, N. Mex.), thence over U.S. Highway 666 to junction U.S. Highway 160 (near Cortez, Colo.), thence over U.S. Highway 160 to junction U.S. Highway 50 (near Crescent Junction, Utah), thence over U.S. Highway 50 to junction Alternate U.S. Highway 50 (near Spanish Fork, Utah), thence over Alternate U.S. Highway 50 to Salt Lake City, Utah, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Amarillo, Tex., over U.S. Highway 287 via Wichita Falls, Tex., to Rhome, Tex., thence over Texas Highway 114 to Dallas, Tex.; (2) from Amarillo, Tex., over U.S. Highway 66 to San Jon, N. Mex.;

(3) From Tucumcari, N. Mex., over U.S. Highway 66 to San Jon, N. Mex.; (4) from Moriarty, N. Mex., over U.S. Highway 66 to Tucumcari, N. Mex.; (5) from Albuquerque, N. Mex., thence Highway 66 to Moriarty, N. Mex., thence over New Mexico Highway 41 to junction U.S. Highway 60, thence over U.S. Highway 60 to Vaughn, N. Mex., thence over U.S. Highway 285 to Carlsbad, N. Mex., thence over U.S. Highway 62 to El Paso, Tex.; (6) from Los Angeles, Calif., over U.S. Highway 66 via San Bernardino, Calif., to Albuquerque, N. Mex., and (7) from Salt Lake City, Utah, over U.S. Highway 91 to Levan, Utah, thence over Utah Highway 28 to Gunnison, Utah (also from Salt Lake City over U.S. Highway 89 to Gunnison), thence over U.S. Highway 89 to junction Alternate U.S. Highway 89 at or near Kanab, Utah, thence over Alternate U.S. Highway 89 to junction U.S. Highway 89, thence over U.S. Highway 89 to Flagstaff, Ariz., thence over Interstate Highway 17 to Phoenix, Ariz., and return over the same routes.

No. MC 59680 (Deviation No. 85), STRICKLAND TRANSPORTATION CO., INC., Post Office Box 5689, Dallas, TX 75222, filed January 18, 1971. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Lehi, Ark., and Stuttgart, Ark., over U.S. Highway 79, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: from Memphis, Tenn., over U.S. Highway 70 to junction Arkansas Highway 11 (near Hazen), thence over Arkansas Highway 11 to Stuttgart, Ark., thence over U.S. Highway 79 to Fordyce, Ark., and return over the same route.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-1485 Filed 2-2-71;8:52 am]

[Notice 7]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

JANUARY 29, 1971.

The following publications are governed by the new Special Rule 247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

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

MOTOR CARRIERS OF PROPERTY

No. MC 76032 (Sub-No. 255) (Republication), filed March 23, 1970, published in the FEDERAL REGISTER issue of June 11, 1970, and republished this issue. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, CO 80223. Applicant's representative: Arnold L. Burke, 69 West Washington Street, Chicago, IL 60602. The modified procedure has been followed in this proceeding and the above-described application has been handled as a petition to modify applicants presently held alternate route authority in its certificate No. MC 76032 (Sub-No. 206), issued February 2, 1967. An order of the Commission, Operating Rights Board, dated December 28, 1970, and served January 18, 1971, finds; that in No. MC 76032 (Sub-No. 6), the future public convenience and necessity require operation by petitioner, in interstate or foreign commerce, as a common carrier by motor vehicle, over regular routes, of the commodities, and between the points, as described as follows (which constitutes a modification of the presently held certificate in No. MC 76032) (Sub-No. 206): Authority authorized in certificate No. MC 76032 (Sub-No. 206), as modified herein: Alternate routes for operating convenience only: General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, those requiring special equipment, livestock, coal, ore, fresh fish, sand, gravel, heavy machinery, and commodities injurious or contaminating to other lading.

(1) Between Oakland, Calif., and Denver, Colo., in connection with carrier's presently authorized regular-route operations, serving Salt Lake City, Utah, for the purpose of interchange with rail carriers in the performance of substituted rail-for-motor carrier service only: From Oakland over Interstate Highway 80 (U.S. Highway 40) to junction U.S. Highway 30S near Echo, Utah, thence over U.S. Highway 40 to junction U.S. Highway 189 near Kimball, Utah, thence over U.S. Highway 189 (Interstate Highway 80) to junction U.S. Highway 30S near Echo, Utah, thence over U.S. Highway 30S (Interstate Highway 80) to junction U.S. Highway 30 at Little America, Wyo., thence over Interstate Highway 80 (U.S. Highway 30) to junction U.S. Highway 30 at or near Walcott, Wyo., thence over U.S. Highway 30 to Laramie, Wyo., thence over Interstate Highway 80 (U.S. Highway 30) to junction Interstate Highway 25 near Cheyenne, Wyo., thence over Interstate Highway 25 (U.S. Highway 87) to Denver, and return over the same route. (2) Between Manteca, Calif., and junction Interstate Highway 80 and U.S. Highway 99, in connection with carrier's presently authorized regular-route operations, serving no intermediate points, and serving junction U.S. Highway 99 and Interstate Highway 80 for purposes of joinder only: From Manteca over U.S. Highway 99 to junction Interstate Highway 80, and return over the same route.

(3) Between junction Interstate Highways 80 and 25 near Cheyenne, Wyo., and junction U.S. Highways 30 and 138 (junction Interstate Highways 80 and 80S) near Big Springs, Nebr., in connection with carrier's presently authorized regular-route operations, serving no intermediate points, and serving the termini for purposes of joinder only: From junction Interstate Highways 80 and 25 over Interstate Highway 80 (U.S. Highway 30) to junction U.S. Highway 138, and return over the same route. Restriction: The operations authorized hereinabove are restricted to the transportation of traffic moving from, to, or through Omaha, Nebr. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 108068 (Sub-No. 73) (Republication), filed December 20, 1968, published in the FEDERAL REGISTER issue of January 16, 1969, and republished this issue. Applicant: U.S.A.C. TRANSPORT, INC., Post Office Box G, Joplin, MO 64801. Applicant's representative: A. N. Jacobs (same address as above). An order of the Interstate Commerce Commission, at a General Session held at its office in Washington, D.C., on January 8, 1971, was served January 20, 1971, and upon consideration of the above-entitled proceeding, finds: TRI-STATE MOTOR TRANSIT CO. (Joplin, Mo.), (substituted as applicant in the proceeding) that the present and future public convenience and necessity require operation by TRI-STATE MOTOR TRANSIT CO., as substituted applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of aircraft ground support equipment (except automobiles, trucks, and buses as defined in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766) between points in the United States (except Alaska, Hawaii, California, Washington, Oregon, Nevada, Utah, and Arizona); subject to the condition that the authority to so operate shall not be joined or combined directly or indirectly with any other authority presently held by applicant for the purpose of providing a service from or to any points other than those specified above; subject further to the condition that to the extent the authority granted herein duplicates the authority presently held by applicant, it shall not be construed as conferring more than a single operating right. Because it is possible that other persons who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order a notice of authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interstate may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 125479 (Sub-No. 11) (republication), filed May 28, 1969, published in the FEDERAL REGISTER issue of June 26, 1969, and republished this issue. Applicant: JOSEPH A. KORNACKER, doing business as KORNACKER TRUCKING CO., 3050 West 10th Street, Waukegan, IL. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, IL 60603. A report and order of the Commission, Division 1, Acting as Appellate Division, decided December 8, 1970, and served December 18, 1970, finds; that operation by *P-N-J Kornacker, Inc.*, substituted applicant, in this proceeding in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of malt beverages and related advertising materials (1) from the facilities of Anheuser-Busch, Inc., at Columbus, Ohio, to Addison, Ill., under a continuing contract or contracts with Western Beverage Service, Inc., of Addison, Ill., (2) from the facilities of Anheuser-Busch, Inc., at Columbus, Ohio, to Arlington Heights, Ill., under a continuing contract or contracts with Joe Huebner Distributing Co., of Arlington Heights, Ill., (3) from the facilities of Anheuser-Busch, Inc., at Columbus, Ohio, to Montgomery, Ill., under a continuing contract or contracts with Magill Beverage Co., Inc., of Montgomery, Ill., (4) from the facilities of Anheuser-Busch, Inc., at Columbus, Ohio, to Waukegan, Ill., under a continuing contract or contracts with Jack Nelds, Inc., of Waukegan, Ill., and (5) from the facilities of Anheuser-Busch, Inc., at Columbus, Ohio, and St. Louis, Mo., to Chicago, Ill., under a continuing contract or contracts with Marg-Ann, Inc., of Chicago, Ill., will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice that the authority granted in this proceeding can be tacked with applicant's outstanding authority, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a permit will be withheld for a period of 30 days from the date of such publication, during which period any person with a proper interest may file an appropriate petition for leave to intervene in this proceeding setting forth in detail the precise manner in which he has been so prejudiced.

No. MC 126528 (Sub-No. 2) (Republication), filed July 17, 1970, published in the FEDERAL REGISTER issue of August 13, 1970, and republished this issue. Applicant: BULK HAULERS, INC., Airport Road, Nashua, N.H. 03060. Applicant's representaive: T. J. O'Loughlin, Jr., 18 Baker Street, Hudson, NH 03051. The modified procedure has been followed in this proceeding and an order of the Commission, Operating Rights Board, dated December 31, 1970, and served January 20, 1971, finds: That operation by applicant, in interstate or foreign commerce, as a *contract carrier* by motor vehicle, over irregular routes, of alcoholic beverages and equipment, materials and supplies used in connection therewith, except in bulk, between points in California, Connecticut, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and ports of entry on the international boundary line between the United States and Canada, on the one hand, and, on the other, points in New Hampshire, under a continuing contract with New Hampshire State Liquor Commission will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to confrom to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; than an appropriate permit should be issued, subject (1) to the written receipt from *Law Motor Freight, Inc.*, of a request for modification of its existing certificate in No. MC-36144 of the Commodities involved herein to or from the facilities of the New Hampshire State Liquor Commission, and (2) to prior publication in the FEDERAL REGISTER of a notice of the authority actually granted by the Order. Because it is possible that other parties who have relied upon the notice in the FEDERAL REGISTER of the application as originally published may have an interest in and would be prejudiced by the lack of proper notice of the grant of authority without the requested limitation in the findings herein, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of the permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in the proceeding setting forth in detail the precise manner in which it has been so prejudiced.

BROKERS

No. MC 130120 (Republication), filed July 2, 1970, published in the FEDERAL REGISTER issue of July 23, 1970, and republished this issue. Applicant: HAGERSTOWN TRAVEL MOTOR COACH TOURS, 1317 Dual Highway, Hagerstown, MD 21740. The modified procedure has been followed in this proceeding, and an order of the Commission, Operating Rights Board, dated December 30, 1970, and served January 21, 1971, finds: That operation by applicant as a broker, at Hagerstown, Md., in arranging for transportation in interstate or foreign commerce, of passengers and their baggage, in all-expense round-trip tours, in special and charter operations beginning and ending at Hagerstown, Cumberland, and Frederick, Md., Winchester, Va., and Martinsburg, W. Va., and extending to points in the United States (including Alaska and Hawaii), will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. The order also cautions applicant that arrangements for charter parties or groups should be made in conformity with the requirements set forth in *Tauck Tours, Inc. Extension—New York, N.Y.*, 54 M.C.C. 291. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a license in this proceeding will be withheld

for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in this proceeding setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 130122 (Republication), filed July 13, 1970, published in the FEDERAL REGISTER issue of August 6, 1970, and republished this issue. Applicant: TRAVEL SERVICES, INC., 416 West Walnut Street, Louisville, KY 40202. Applicant's representative: Robert W. Loser II, 1001 Chamber of Commerce Building, Indianapolis, IN 46204. The modified procedure has been followed in this proceeding and an order of the Commission, Operating Rights Board, dated December 30, 1970, and served January 21, 1971, finds; that operation by applicant at Louisville, Ky., as a broker in arranging for transportation by motor vehicle, in interstate or foreign commerce, of passengers and their baggage, in round-trip tours, in special and charter operations, beginning and ending at Louisville, Ky., and extending to points in the United States (including Alaska and Hawaii) will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. The order also cautions applicant that arrangements for charter parties or groups should be made in conformity with the requirements set forth in *Tauck Tours, Inc.—Extension—New York, N.Y.*, 54 M.C.C. 291. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a license in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in this proceeding.

WATER CARRIER

No. W-1247 (Sub-No. 1) (Republication) (CANYON TOURS, INC. COMMON CARRIER APPLICATION), filed June 17, 1970, published in the FEDERAL REGISTER issue of July 2, 1970, and republished this issue. Applicant: CANYON TOURS, INC., Post Office Box 1597, Page, AZ 86040. Applicant's representative: George F. Senner, Jr., 609 Luhrs Building, Phoenix, AZ 85003. The modified procedure has been followed in this proceeding and a supplemental order of the Commission, dated January 18, 1971, and served January 20, 1971, finds: that the present and future public convenience and necessity require operation by applicant in interstate or foreign commerce, as a common carrier by water, by self-propelled vessels, in the transportation of passengers between Wahweap Marinas, Lake Powell, Ariz., on the one hand, and, on the other, points in Utah and Arizona on Lake Powell, subject to the condition that applicant shall maintain separate books and accounts for its water transportation service and its other services; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties who have relied upon the notice in the FEDERAL REGISTER of the application as originally published may have an interest in and would be prejudiced by the lack of proper notice of the grant of authority in our findings herein, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of the certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in this proceeding setting forth in detail the precise manner in which it has been so prejudiced.

No. MC-3468, filed December 2, 1970 (Notice of Filing of Petition for Modification and Correction of Certificate). Petitioner: F. J. BOUTELL DRIVEAWAY CO., INC., Flint, Mich. Petitioner's representative: Harry C. Ames, Jr., 666 11th Street NW., Washington, DC 20001. Petitioner presently holds a certificate in No. MC-3468, issued April 10, 1970, which, as pertinent herein, authorizes operation as a common carrier by motor vehicle, over irregular routes, of automobiles, trucks, bodies, cabs, and chassis, new, used, or unfinished, in secondary movements, in truckaway service, between places of manufacture and assembly in Detroit, Mich., and those in that part of Macomb County, Mich., south of 14 Mile Road and west of Gratiot Avenue (except Fraser, East Detroit, and Roseville, Mich.), and Omaha, Nebr., Joliet, Ill., and points in Iowa and Michigan, restricted against the joinder, directly or indirectly, with any authority otherwise held by carrier for the purpose of performing through transportation of traffic under such combination. Petitioner obtained this authority as the result of the purchase from Treloar Trucking of all its interstate operating authorities, which purchase was approved by the Commission in No. MC-F-7455. These authorities originally were issued to petitioner in its certificate No. MC-3468 (Sub-No. 145), dated December 5, 1961. The authority originally granted authorized the transportation (1) of new automobiles, new trucks, new bodies, new cabs, and new chassis, in initial movements, in truckaway service, from places of manufacture and assembly in Detroit, Mich., and Warren Township, Macomb County, Mich., to Omaha, Nebr., Joliet, Ill., and points in Iowa and Michigan, and (2) of automobiles, trucks, bodies, cabs, and chassis, new, used, or unfinished, in secondary movements, in truckaway service, between all points described in (1) above. Petitioner states that the authority described in the April 10, 1970, certificate is more limited than originally granted, extent prays that its authority be modified and corrected. Any persons desiring to participate in this proceeding may file an original and six copies of his written representatives, views, or arguments in support of or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-11026. (Amendment) (CONTINENTAL TENNESSEE LINES, INC.—Purchase (portion)—KENTUCKY BUS LINES, INC.), published in the November 25, 1970, issue of the FEDERAL REGISTER at page 18096. Amendment filed January 20, 1971, to show vendee is purchasing only rights between Shepherdsville and Paducah, Ky., as well as certain incidental routes to and from Madisonville and Calvert City, Ky. Vendee is seeking an extension of operating authority between Shepherdsville and Louisville, Ky. CONTINENTAL TENNESSEE LINES, INC., does not seek any incidental charter rights at Louisville or Fort Knox, Ky.

No. MC-F-11069. (Correction). (C. I. WHITTEN TRANSFER COMPANY—Purchase (portion)—McLEAN TRUCKING COMPANY), published in the January 27, 1971, issue of the FEDERAL REGISTER on page 1307. Prior notice should have stated that the parties seek to transfer only that portion of the operating rights listed which authorizes the transportation of *explosives* and *blasting supplies* and that seller intends to retain authority to transport the other commodities authorized.

No. MC-F-11072. Authority sought for control by GLOBAL MOVING & STORAGE, INC., a noncarrier, 15 South Spokane Street, Seattle, WA 98134, of UNION CARTAGE, WAREHOUSE & TRANSFER, INC., 115 South Dawson Street, Seattle, WA 98108, and for acquisition by VIV T. KIDD and A. WESLEY ROBERTS of 15 South Spokane Street, Seattle, WA 98134 and GLOBAL VAN LINES, No. 1 Global Way, Anaheim, CA 92802, of control of UNION CARTAGE, WAREHOUSE & TRANSFER, INC., through the acquisition by GLOBAL MOVING & STORAGE, INC. Applicants' attorney: George H. Hart, 1100 IBM Building, Seattle, WA 98101. Operating rights sought to be controlled: *General commodities*, excepting, among others, classes A and B explosives, and

household goods, as a *common carrier*, over irregular routes, between points in Seattle, Wash. GLOBAL MOVING & STORAGE, INC., holds no authority from this Commission. However, it is affiliated with GLOBAL VAN LINES, INC., No. 1 Global Way, Anaheim, CA 92803, which is authorized to operate as a *common carrier* in all of the States in the United States except Alaska. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-11073. Authority sought for purchase by REFRIGERATED TRANSPORT CO., INC., Post Office Box 308, Forest Park, GA 30050, of a portion of the operating rights of CARAVAN REFRIGERATED CARGO, INC., Post Office Box 6188, Dallas, TX 75222, and for acquisition by LAMAR BEAUCHAMP, Post Office Box 1499, Winter Haven, FL 33880, and RICHARD BEAUCHAMP, Post Office Box 308, Forest Park, GA 30050, of control of such rights through the purchase. Applicants' attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, GA 30303. Operating rights sought to be transferred: *Pineapples, fresh fruits, and fresh vegetables,* when moving in the same vehicle with bananas otherwise authorized, as a *common carrier,* over irregular routes, from Gulfport, Miss., to points in Arkansas, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, and Wyoming. Vendee is authorized to operate as a *common carrier* in Mississippi, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Louisiana, Nebraska, Arkansas, Illinois, Indiana, Iowa, Minnesota, Missouri, Oklahoma, Texas, Wisconsin, Kentucky, Michigan, Ohio, Kansas, Virginia, West Virginia, Nevada, Utah, Pennsylvania, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, Wyoming, South Dakota, North Dakota, Colorado, New Mexico, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-11074. Authority sought for purchase by POINT TRANSFER, INC., 5075 Navarre Road SW., Post Office Box 1441, Station C, Canton, OH 44708, of the operating rights of THE CORAOPOLIS TRANSFER AND STORAGE COMPANY, 101 Talbot Avenue, Braddock, PA 15104, and for acquisition by C. C. P. EXPRESS, INC., and, in turn by R. L. CHEEK, both of Canton, Ohio of control of such rights through the purchase. Applicants' attorney and representative: Ronald K. Bennington, 1200 Harter Bank Building, Canton, OH 44702 and Henry M. Wick, Jr., 2310 Grant Building, Pittsburgh, PA 15219. Operating rights sought to be transferred: *General commodities, except* those of unusual value, livestock, classes A and explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, as a *common carrier* over regular routes, between Pittsburgh, Pa., and Sewickley Bridge, Pa., serving the intermediate points of McKees Rocks and Sewickley Bridge; and the off-route point of Neville Island, Pa.; *general commodities,* except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, as a *common carrier* over irregular routes, between Pittsburgh, Pa., and points within 15 miles of Pittsburgh, Pa.; household goods, as defined by the Commission, between points in that part of Allegheny County, Pa., on and west of U.S. Highway 19, on the one hand, and on the other, points in Ohio and West Virginia; *iron and steel articles, machinery, and electrical appliances,* between Coraopolis, Pa., points in Neville, Crescent, and Moon Townships, Allegheny County, Pa., and that part of Robinson Township, Allegheny County, Pa., within 3 miles of Coraopolis, on the one hand, and, on the other, points in Ohio and West Virginia. Vendee is authorized to operate as a *common carrier* in Pennsylvania, Ohio, West Virginia, New York, Indiana, Illinois, Kentucky, Nebraska, and Iowa. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-1486 Filed 2-2-71;8:52 am]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

JANUARY 29, 1971.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by § 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. MC-4485 (Sub-6), filed January 15, 1971. Applicant: WAVERLY TRANSFER COMPANY, INC., 111 Tredco Avenue, Nashville, TN 37211. Applicant's representative: Val Sanford, 23d Floor, Life and Casualty Tower, Nashville, TN 37219. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities,* except household goods, commodities in bulk and articles requiring special equipment, between Nashville, points in Humphreys County, Tenn., and Camden, Tenn., on the one hand and Jackson, Tenn., on the other hand, via U.S. Highway 70 or Interstate Highway 40, or both, and return over the same route, serving no intermediate points between Jackson and Camden, Tenn. Applicant seeks corresponding authority to conduct operations in interstate or foreign commerce. Both intrastate and interstate authority sought.

HEARING: March 10, 1971, at the Commission's Court Room C-1, Cordell Hull Building, Nashville, TN, at 9:30 a.m. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, TN 37219, and should not be directed to the Interstate Commerce Commission.

State Docket No. 10303, filed January 20, 1971. Applicant: STEVE D. THOMPSON, Winnsboro, La. Applicant's representative: Harry E. Dixon, Post Office Box 4319, Monroe, LA 71201. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities,* between Ruston, La., and Delta, La., along U.S. Highway 80 and all intermediate points using Interstate 20 for operating conveniences. Between Tallulah, La., and Vidalia, La., along U.S. Highway 65 and all intermediate points. Between Ferriday, La., and Winnfield, La., and all intermediate points along U.S. Highway 84. Between Winnfield, La., and Ruston, La., and all intermediate points along U.S. Highway 167. Between Fort Necessity, La., and Columbia, La., along Louisiana Highway 4. Between Sicily Island, La., and Jonesville, La., along Louisiana Highway 8 and Louisiana Highway 124 and all intermediate points. Between Sicily Island, La., and Ferriday, La., along Louisiana Highway 15 and all intermediate points. Between Monroe, La., and Tullos, La., along U.S. Highway 165 and all intermediate points. Between Harrisonburg, La., and Whitehall, La., along Louisiana Highway 8 and all intermediate points. Between Archibald, La., and Rayville, La., along Louisiana Highway 137 to U.S. Highway 80 (Interstate 20). Between Crowville, La., and Delhi, La., along Louisiana Highway 17 and all intermediate points. Both intrastate and interstate authority sought.

HEARING: Date and time and place application has been assigned for hearing unknown at this time. Requests for procedural information including the time for filing protests concerning this application should be addressed to the State of Louisiana, Louisiana Public Service Commission, Baton Rouge, La., and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-1481 Filed 2-2-71;8:52 am]

[Notice 238]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 21, 1971.

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

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

MOTOR CARRIERS OF PROPERTY

No. MC 21455 (Sub-No. 20 TA), filed January 26, 1971. Applicant: GENE MITCHELL CO., 1106 Division Street, West Liberty, IA 52776. Applicant's representative: Kenneth F. Dudley, 611 Church Street, Post Office Box 279, Ottumwa, IA 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Air pollution control systems and heated asphalt storage vessels*, from West Liberty, Iowa, to points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming, for 180 days. Supporting shipper: Assemblers, Inc., West Liberty, Iowa 52776. Send protests to: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 332 Federal Building, Davenport, IA.

No. MC 96803 (Sub-No. 6 TA), filed January 25, 1971. Applicant: PRICHARD TRANSFER, INC., Post Office Box 690, Price, UT 84501. Applicant's representative: Harry D. Pugsley, 400 El Paso Gas Building, Salt Lake City, UT 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Coal*, in bulk, from mine 4 miles from Emery, Utah; to railhead at Price, Utah; over unnumbered highway to Emery, Utah; and then to Price over Utah Highway 10, for 180 days. Supporting shipper: Browning Coal Co., Emery, Utah (Harace A. Petty, Owner). Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 5239 Federal Building, Salt Lake City, UT 84111.

No. MC 109533 (Sub-No. 43 TA) (Correction), filed January 14, 1971, and published in the FEDERAL REGISTER issue January 22, 1971, and republished in part as corrected this issue. Applicant: OVERNITE TRANSPORTATION COMPANY, 1100 Commerce Road, Post Office Box 1216 (23209), Richmond, VA 23224. Applicant's representative: C. H. Swanson (same address as above). NOTE: The purpose of this partial republication is to make correction as follows, under route (7) should show "serving no intermediate points" in lieu of "serving all intermediate points." The rest of application remains the same.

No. MC 112014 (Sub-No. 11 TA), filed January 25, 1971. Applicant: SKAGIT VALLEY TRUCKING CO., INC., Office: 1417 MacLean Road, Post Office Box 400, Mount Vernon, WA 98273. Applicant's representative: Joseph O. Earp, 411 Lyon Building, Seattle, WA 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, consisting of Mobile Pea Viners and Swathers and Farm Tractors*, between points in Skagit County, Wash., and Salem, Oreg., for 180 days. Supporting shipper: San Juan Islands Cannery, La Conner, Wash. 98257. Send protests to: E. J. Casey, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6130 Arcade Building, Seattle, WA 98101.

No. MC 113666 (Sub-No. 50 TA), filed January 26, 1971. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Road, Freeport, PA 16229. Applicant's representative: Daniel R. Smetanick (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fluxing compounds and rimming agents*, from New Kensington, Pa., to points in New York, Ohio, Pennsylvania, Maryland, Alabama, Iowa, Tennessee, Indiana, Illinois, Michigan, New Jersey, and West Virginia. The return of *materials and supplies* used in the production of fluxing compounds and rimming agents, for 180 days. Supporting shipper: Lumus Chemical Co., Inc., 100 Seventh Street, New Kensington, PA 15068. Send protests to: John J. England, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2111 Federal Building, 1000 Liberty Avenue, Pittsburgh, PA 15222.

No. MC 126539 (Sub-No. 3 TA), filed January 26, 1971. Applicant: KATUIN BROS., INC., 102 Terminal Street, Dubuque, IA 52001. Applicant's representative: Carl E. Munson, 675 Fischer Building, Dubuque, IA 52001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Washed stone chips and sand*, in bulk, in straight or mixed loads, from the R. P. Donohoe Quarry at or near Lemont, Ill., and the Lincoln Stone Quarry located at or near Joliet, Ill., to the plantsite of the Iowa Illinois Miami Brick, Inc., at Clinton, Iowa; and (b) *Texture faced brick concrete and related manufactured products*, from the plantsite of the Iowa Illinois Miami Brick, Inc., Clinton, Iowa, to points in Illinois located on and west of U.S. Highway 51, and on and north of U.S. Highway 136, and points in Grant and Lafayette Counties, Wis., for 150 days. Supporting shipper: Iowa Illinois Miami Brick, Inc., 433 17th Avenue South, Clinton, IA 52732. Send protests to: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 332 Federal Building, Davenport, IA 52801.

No. MC 128772 (Sub-No. 6 TA), filed January 25, 1971. Applicant: STAR BULK TRANSPORT, INC., 821 North Front Street, New Ulm, Minn. 56073. Applicant's representative: Richard M. Bosard, 1160 Northwestern Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Butter*, from New Ulm and Owatonna, Minn., to Philadelphia, Pa., Secaucus, N.J., and Plymouth, Wis., for 180 days. Supporting shipper: Associated Milk Producers, Inc., State Brand Creameries Division, New Ulm, Minn. 56073. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, MN 55401.

No. MC 134460 (Sub-No. 5 TA), filed January 25, 1971. Applicant: AMERICAN TRANSPORT SYSTEM, INC., 871 Charter Street, Redwood City, CA 94036. Applicant's representative: Daniel W. Baker, 405 Montgomery Street, San Francisco, CA 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen meat*, in vehicles equipped with mechanical refrigeration, from San Francisco and Oakland, Calif., to points in California north of San Luis Obispo, Kern, and San Bernardino Counties, for 180 days. Supporting shippers: Secrest Watson International, Post Office Box 1066 Station A, 1288 Bayshore Highway, Burlingame, CA 94010; Hoyt, Shepston & Sciaroni, Inc., 30 Hotaling Place, San Francisco, CA 94111. Send protests to: Claud W. Reeves, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 450 Golden Gate Avenue, Box 36004, San Francisco, CA 94102.

No. MC 135250 TA, filed January 26, 1971. Applicant: EMRICK'S VAN & STORAGE CO., INC., 202 East Pine, Enid, OK 73701. Applicant's representative: Dean Williamson, 600 Leininger Building, Oklahoma City, OK 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in Garfield County, Okla., on the one hand, and, on the other, points in Grant, Alfalfa, Kay, Garfield, Noble, Major, Pawnee, Woodward, Harper, Osage, Woods, and Washington Counties, Okla., restricted to the transportation of traffic having a prior or subsequent movement, in containers, beyond the points authorized and further

restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization of such traffic, for 180 days. NOTE: Applicant will interline with other carriers in Garfield County, Okla. Supporting shippers: HC & D Moving & Storage Co., Inc., 321 Valencia Street, San Francisco, CA 94103; Asiatic Forwarders, Inc., 335 Valencia Street, San Francisco, CA 94103. Send protests to: Clifford L. Phillips, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 240 Old Post Office Building, 215 Northwest Third, Oklahoma City, OK 73102.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-1482 Filed 2-2-71;8:52 am]

[Notice 641]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 29, 1971.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

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

No. MC-FC-72483. By order of January 22, 1971, the Motor Carrier Board approved the transfer to Ranch and Farm, M & M Trucking, Inc., Williston, N. Dak., of the operating rights in permit No. MC-128116 issued August 9, 1967, to Guy McDonald, Williston, N. Dak., authorizing the transportation of malt beverages and soft drinks, from Milwaukee, Wis., and Minneapolis, Minn., to Williston, N. Dak. Ray H. Walton, Box 726, Williston, ND 58801, attorney for applicants.

No. MC-FC-72585. By order of January 27, 1971, the Motor Carrier Board approved the transfer to Mid-Ohio Valley Leasing, Inc., doing business as Domestic and International Airfreight Lines, Parkersburg, W. Va., of the operating rights in certificate No. MC-129601 issued July 8, 1968, to The Weser Cab Co., a corporation, Parkersburg, W. Va., authorizing the transportation of general commodities, with usual exceptions, (1) between the airport at Parkersburg, W. Va., on the one hand, and, on the other, points in Athens, Meigs, Monroe, and Washington Counties, Ohio, and Calhoun, Jackson, Pleasants, Ritchie, Roane, Tyler, Wirt, and Wood Counties, W. Va., and (2) between points in Athens, Meigs, Monroe, and Washington Counties, Ohio, and points in Calhoun, Jackson, Pleasants, Ritchie, Roane, Tyler, Wirt, and Wood Counties, W. Va., on the one hand, and, on the other, the Greater Pittsburgh Airport in Moon Township, Allegheny County, Pa., Washington National Airport, Arlington County, Va., Dulles International Airport, in Fairfax and Loudoun Counties, Va., Frienship International Airport, in Anne Arundel County, Md., Cincinnati Municipal Airport at Lunken Field, in Hamilton County, Ohio, Greater Cincinnati Airport, in Boone County, Ky., Columbus Municipal Airport, in Franklin County, Ohio, and Kanawha County Airport, in Charleston, W. Va., restricted to the transportation of traffic having an immediately prior or subsequent movement by air. Charles H. Rudolph, Jr., Post Office Box 646, Parkersburg, WV, attorney for applicants.

No. MC-FC-72586. By order of January 22, 1971, the Motor Carrier Board approved the transfer to Eugene L. Weber, Menomonie, Wis., of the operating rights in certificate No. MC-20298 issued February 6, 1963, to George Trainor, Eau Galle, Wis., authorizing the transportation of dry animal and poultry feed and dry feed ingredients from Savage, Minn., to specified points in Wisconsin. A. R. Fowler, 2288 University Avenue, St. Paul, MN 55114, representative for applicants.

No. MC-FC-72596. By order of January 22, 1971, the Motor Carrier Board approved the transfer to Irvington Transfer & Storage Co., a corporation, Portland, Oreg., of the operating rights in permit No. MC-127609 (Sub-No. 1) issued September 28, 1966, to Bert L. and Bruce L. Bowlsby, a partnership, doing business as Irvington Transfer and Storage Co., Portland, Oreg., authorizing the transportation of such merchandise as is dealt in by retail department stores between points in Multnomah County, Oreg., and points in Clark County, Wash. Earle V. White, White & Southwell, 2400 Southwest Fourth Avenue, Portland, OR 97201, attorney for applicants.

NO. MC-FC-72606. By order of January 22, 1971, the Motor Carrier Board, approved the transfer to Olpag Inc., North Bellmore, N.Y., of the operating rights in permit No. MC-128524, issued September 21, 1967, to Max Hess, New York, N.Y., authorizing the transportation of such commodities as are dealt in or distributed by a manufacturer or distributor of toilet preparations and materials and supplies used in the manufacture of such commodities between specified points in New York and New Jersey, Martin Werner, 2 West 45th Street, New York, NY 10036, attorney for transferor. Herbert Lifschitz, 29 Park Avenue, Manhassett, NY 11030, attorney for transferee.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.71-1483 Filed 2-2-71;8:52 am]

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PART II

Section 1

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

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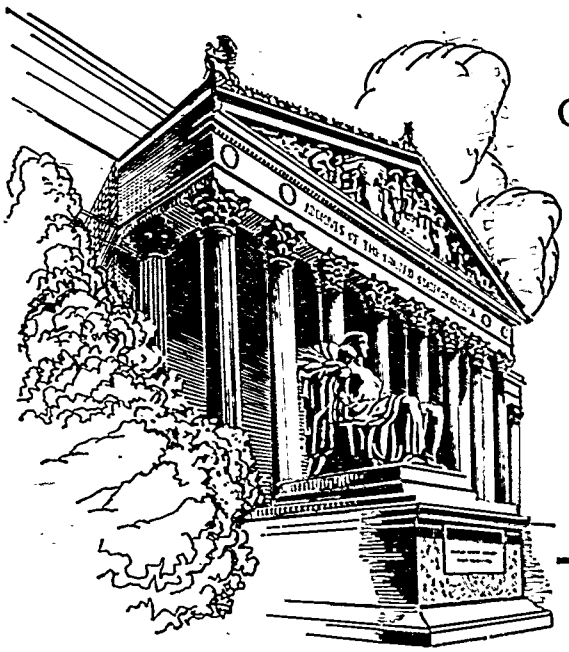

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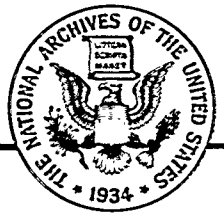

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 71-WA-1]

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

PART 73—SPECIAL USE AIRSPACE

PART 75—ESTABLISHMENT OF JET ROUTES AND AREA HIGH ROUTES

Compilation of Regulations

The purpose of this compilation is to combine all amendments and pending amendments to Parts 71, 73 and 75 of the Federal Aviation regulations which have been published by the Administrator of the Federal Aviation Administration in the FEDERAL REGISTER prior to January 7, 1971. Pending amendments are listed below the appropriate sections and include the effective dates and FEDERAL REGISTER citations.

Minor editorial corrections have been included to clarify existing airspace descriptions; however, no substantive changes or revision of airspace designations have been effected thereby. Therefore, compliance with the notice and public procedure requirements of 5 U.S.C. 533 is unnecessary and for that reason this docket may be made effective immediately.

In consideration thereof, this action is effective, 0901 G.m.t., January 7, 1971.

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

Issued in Washington, D.C., on January 7, 1971.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[FR Doc.71-914 Filed 2-2-71;8:45 am]

TITLE 14 - AERONAUTICS AND SPACE

CHAPTER I - FEDERAL AVIATION ADMINISTRATION

SUBCHAPTER E - AIRSPACE

PART 71

DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

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71.301 Designation

SUBPART K - TERMINAL CONTROL AREAS

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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.

AMENDMENTS 7/22/70 35 F. R. 10653 (Added)

§ 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 area military climb corridors and the restricted areas listed in Subpart D of this part.

AMENDMENTS 4/2/70 35 F. R. 622 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465

§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 or Group II 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 are stated as nautical miles, all mileages in this Part are stated as statute miles.

SUBPART B - COLORED FEDERAL AIRWAYS

§ 71.101 Designation.

The airspace assignments described in this subpart are designated as Colored Federal Airways.

§71.103 Green Federal Airways.

G-7 From Nome, Alaska, RR, Moses Point, Alaska, RR; INT east course Moses Point RR and north course Unalakleet, Alaska, RR; 11 miles, 57 miles, 55 MSL, Galena, Alaska, RBN; INT Galena RBN 089° bearing and west course Fairbanks, Alaska, RR; Fairbanks RR.

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

G-9 From Bethel, Alaska, RBN (BET) 35 miles, 125 miles, 55 MSL, Sparrevohn, Alaska, REN; 24 miles, 29 miles, 53 MSL, 14 miles, 10,500 MSL, 42 miles, 12,500 MSL, Anchorage, Alaska, RR.

AMENDMENTS 5/8/70 35 F. R. 7237 (Changed)

G-11 From Shemya, Alaska, RBN, 20 AGL, Kirilof Wharf, Alaska, RBN; 20 AGL Adak, Alaska, RBN; 20 AGL Nikolski, Alaska, REN; 20 AGL Driftwood Bay, Alaska, REN; 20 AGL INT Cold Bay, Alaska, RR, 255° and Cape Sarichef, Alaska, REN, 344° bearings; 20 AGL Cold Bay, RR; 20 AGL INT Cold Bay, REN, 041° and Port Moller, Alaska, REN, 313° bearings; 20 AGL Port Heiden, Alaska, REN; 174 miles, 85 MSL, 20 AGL Kodiak, Alaska, RR.
AMENDMENTS 1/8/70 34 F. R. 17510 (Changed)

AMBER FEDERAL AIRWAYS

§71.105 Amber Federal Airways.

A-1 From Sandspit, British Columbia, Canada, RR; Sitka, Alaska, RR; 31 miles, 50 miles, 48 MSL, 112 miles, 20 MSL, Yakutat, Alaska, RR; INT northwest course Yakutat RR and southeast course Hinchinbrook, Alaska, RR; Hinchinbrook, RR; Whittier, Alaska, RBN; Anchorage, Alaska, RR; INT northwest course Anchorage and southeast course Skwentna, Alaska, RR; Skwentna RR; Puntilla Lake, Alaska, REN; Farewell, Alaska, RR; McGrath, Alaska, RR; 24 miles, 53 miles, 55 MSL, 46 miles, 40 MSL, Unalakleet, Alaska, RR; 52 miles, 51 miles, 25 MSL, Nome, Alaska, RR. The airspace within Canada is excluded.

AMENDMENTS 9/17/70 35 F. R. 12198 (Changed)

A-2 From Burwash, Yukon Territory, Canada, RR, 88 miles; 40 miles, Northway, Alaska, RR; Big Delta, Alaska, RR; INT northwest course Big Delta RR; Fairbanks, Alaska, RR; Bettles, Alaska, RBN; 69 miles, 166 miles 95 MSL, Point Barrow, Alaska, RBN (PBA). The airspace within Canada is excluded.

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 9/17/70 35 F. R. 12198 (Changed)

A-3 From the Bettles, Alaska, RBN, 59 miles, 76 miles 95 MSL, Deadhorse, Alaska, RBN.

AMENDMENTS 8/20/70 35 F. R. 10655 (Added)

A-10 From the Pennfield Ridge, New Brunswick, Canada, REN to the Forest City, New Brunswick, Canada, REN, excluding the portion within Canada.

A-15 From Ethelda, British Columbia, Canada, RBN 112 miles; 26 miles, Annette Island, Alaska, RR; 42 miles, 52 MSL Petersburg, Alaska, RR; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash, Yukon Territory, Canada, RR; Northway, Alaska, RR; Big Delta, Alaska, Fairbanks, Alaska, RR; Chandalar Lake, Alaska, RBN; 30 miles, 60 miles 95 MSL, Sagwon, Alaska, RBN; Deadhorse, Alaska, RBN; Oliktok, Alaska, RBN. The airspace within Canada is excluded. (Joins Canadian high level airway No. 502).

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 8/20/70 35 F. R. 10655 (Changed)
AMENDMENTS 9/17/70 35 F. R. 12198 (Changed)

RED FEDERAL AIRWAYS

§71.107 Red Federal Airways.

R-27 From Summit, Alaska, RR; Nenana, Alaska, RR; Fairbanks, Alaska, RR.

AMENDMENTS 9/17/70 35 F. R. 12198 (Rewritten)

R-39 From Bethel, Alaska, RBN (BET) Aniak, Alaska, RBN; 25 miles, 89 miles, 55 MSL, McGrath, Alaska, RR; 28 miles, 64 miles, 45 MSL, Minchumina, Alaska, RR; Nenana, Alaska, RR; Fairbanks, Alaska, RR.

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

R-40 From Kodiak, Alaska, RR; 27 miles, 24 miles, 35 MSL, 29 miles, 55 MSL, Homer, Alaska, RR; INT east course Kenai, Alaska, RR and southwest course Anchorage, Alaska, RR; Anchorage, RR.

R-50 From Galena, Alaska, RBN, Bear Creek, Alaska, RBN; Fairbanks, Alaska, RR.

AMENDMENTS 3/12/70 35 F. R. 4397 (Rewritten)

R-75 From Vancouver, British Columbia, Canada, RR via White Rock, British Columbia, Canada, RBN; Abbotsford, British Columbia, Canada, RR; Cultus Lake, British Columbia, Canada, RBN; to Princeton, British Columbia, Canada, RR, excluding the portion within Canada.

R-82 From Skwentna, Alaska, RR, INT southeast course Skwentna RR and northeast course Anchorage, Alaska, RR.

R-99 From Big Mountain, Alaska, RBN Iliamna, Alaska, RBN; INT Iliamna RBN 145° and Big Mountain RBN 080° bearings.

R-103 From Kenai, Alaska, RR; INT southeast course Kenai RR and southwest course Anchorage, RR; 49 miles, 58 miles, 85 MSL, Middleton Island, Alaska, RBN.

AMENDMENTS 9/17/70 35 F. R. 12198 (Changed).

BLUE FEDERAL AIRWAYS

§71.109 Blue Federal Airways.

B-12 From McGrath, Alaska, RR, 24 miles, 54 miles, 55 MSL, Galena, Alaska, RBN; 68 miles, 88 miles, 55 MSL, Kotzebue, Alaska, RBN.

B-19 From Key West, Fla. RBN INT Key West RBN 037° and Perrine, Fla., RBN 232° bearings; Perrine RBN.

B-25 From INT southwest course Hinchinbrook, Alaska, RR and Middleton Island, Alaska, RBN 296° bearing; Hinchinbrook RR; 11 miles, 21 miles 55 MSL, 28 miles, 90 MSL, INT northeast course Hinchinbrook RR and south course Gulkana, Alaska, RR; Gulkana, RR; Big Delta, Alaska, RR.

B-26 From Anchorage, Alaska, RR, Talkeetna, Alaska, RBN; Summit, Alaska, RR; INT north course Summit RR and southwest course Fairbanks, Alaska, RR; Fairbanks RR; Fort Yukon, Alaska, RBN; 86 miles, 75, 115 MSL, Barter Island, Alaska, RBN.

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

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

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

AMENDMENTS 9/17/70 35 F. R. 12198 (Changed)

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

B-79 From Sandspit, British Columbia, Canada, RR; Annette Island, Alaska, RR; 42 miles, 99 miles 55 MSL, Sitka, Alaska, RR; Sisters Island, Alaska, RBN; Cape Spencer, Alaska, RBN; INT Cape Spencer, RBN, 273° and Yakutat, Alaska, RR, Southeast course. The airspace in Canada is excluded.

AMENDMENTS 9/17/70 35 F. R. 12198 (Rewritten)

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

SUBPART C - VOR FEDERAL AIRWAYS

§ 71.121 Designation

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

§71.123 Domestic VOR Federal Airways.

V-1 From Jacksonville, Fla., Charleston, S. C.; Myrtle Beach, S. C.; Wilmington, N. C.; Kinston, N. C., including a W alternate via INT Wilmington 352° and Kinston 214° radials; Cofield, N. C.; Norfolk, Va.; Cape Charles, Va.; INT Cape Charles 006° and Salisbury, Md., 206° radials; Salisbury; Waterloo, Del.; INT Waterloo 024° and Coyle, N. J., 216° radials; to coyle, excluding the airspace below 2,000 feet MSL outside the United States between Starfish INT and Charleston, S. C. The portion within R-5002 is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-2 From Seattle, Wash., Ellensburg, Wash., including a south alternate via INT Seattle 123° and Ellensburg 274° radials; Moses Lake, Wash.; Spokane, Wash., including a north alternate from Seattle to Spokane via Wenatchee, Wash., and Ephrata, Wash.; Mullan Pass, Idaho, including a north alternate via INT Spokane 073° and Mullan Pass 291° radials, and also a south alternate, via INT Spokane 109° and Mullan Pass 260° radials; 5 miles, 53 miles, 91 MSL, Missoula, Mont.; 6 miles, 84 MSL, Drummond, Mont.; 11 miles, 84 MSL, Helena, Mont.; INT Helena 119° and Bozeman, Mont., 338° radials; Bozeman; INT Bozeman 128° and Livingston, Mont., 261° radials; Livingston; 11 miles, 25 miles, 85 MSL, Billings, Mont., including an N alternate from Helena, 21 miles, 10 miles 105 MSL, 115 MSL INT Helena 089° and Billings 301° radials, 35 miles 100 MSL, to Billings, excluding the airspace between the main and this N alternate; 19 miles, 79 miles, 49 MSL, Miles City, Mont., including an N alternate from Billings, 19 miles, 49 MSL INT Billings 057° and Miles City 269° radials, 42 miles, 49 MSL, to Miles City; 24 miles, 90 miles, 55 MSL, Dickinson, N. Dak.; 10 miles, 60 miles, 38 MSL, Bismarck, N. Dak., including an N alternate from Dickinson, 10 miles 38 MSL INT Dickinson 078° and Bismarck 290° radials, 28 miles, 38 MSL, to Bismarck; 14 miles, 62 miles, 34 MSL Jamestown, N. Dak., including an N alternate from Bismarck 14 miles, 65 miles, 34 MSL, Jamestown; 7 miles, 43 miles, 28 MSL, Fargo, N. Dak., including an N alternate from Jamestown 7 miles, 46 miles, 28 MSL, Fargo; 25 miles, 50 miles, 30 MSL, Alexandria, Minn., including an N alternate from Fargo, 25 miles, 52 miles, 30 MSL, Alexandria; 5 miles, 70 miles, 25 MSL, Minneapolis, Minn.; Nodine, Minn., including a N alternate; Lone Rock, Wis.; Madison, Wis.; Milwaukee, Wis.; Muskegon, Mich., including a S alternate via INT Milwaukee 102° and Muskegon 252° radials; Lansing, Mich., including a S alternate from Muskegon to Lansing via INT Muskegon 154° and Grand Rapids, Mich., 284° radials and Grand Rapids (7 miles wide, 3 miles north and 4 miles south of centerline Grand Rapids to Lansing; Salem, Mich., including a N alternate via INT Lansing 091° and Salem 308° radials; INT Salem 083° and Aylmer, Ont., Canada 260° radials; Aylmer; INT Aylmer 087° and Buffalo, N. Y., 259° radials; Buffalo; Rochester, N. Y., 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., 284° radials; Gardner; Boston, Mass. The airspace within Canada is excluded.

AMENDMENTS 4/30/70 35 F. R. 4396 (Changed)

V-3 From Key West, Fla., INT Key West 086° and Miami, Fla., 205° radials; INT Miami 205° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; Palm Beach, Fla., including an E alternate via INT Biscayne Bay 021° and Palm Beach 166° radials; Vero Beach, Fla., including an E alternate via INT Palm Beach 358° and Vero Beach 143° radials; Daytona Beach, Fla.; INT Daytona Beach 334° and Jacksonville, Fla., 159° radials; Jacksonville, including an E alternate via INT Daytona Beach 360° and Jacksonville 144° radials; Brunswick, Ga.; Savannah, Ga., including an E alternate from Jacksonville to Savannah via INT Jacksonville 028° and Savannah 180° radials; Vance, S. C.; Florence, S. C.; Pinehurst, N. C.; Raleigh, N. C., including an E alternate from Florence to Raleigh via Fayetteville, N. C., excluding the airspace between the main and this alternate airway; INT Raleigh 016° and Flat Rock, Va., 214° radials; Flat Rock; Brooke, Va.; 6-mile wide, INT Brooke 014° and Westminster, Md., 195° radials; 6-mile wide, Westminster; INT Westminster 065° and Modena, Pa., 250° radials; Modena; Solberg, N. J.; Carmel, N. Y.; Hartford, Conn.; INT Hartford 044° and Boston, Mass., 251° radials; Boston; Kennebunk, Maine; Augusta, Maine; Bangor, Maine; INT Bangor 039° and Houlton, Maine, 203° radials; Houlton; Presque Isle, Maine. The portion outside the United States has no upper limit except that the portion of the E alternate between Jacksonville and Savannah extends up to but does not include 18,000 feet MSL. The airspace within R-2902A and R-2902B is excluded.

AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-4 From Neah Bay, Wash., RBN, Port Angeles, Wash.; INT Port Angeles 090° and Seattle, Wash., 329° radials; Seattle; Yakima, Wash., including a south alternate from Seattle to Yakima via INT Seattle 163° and Olympia, Wash., 084° radials and INT Olympia 084° and Yakima 305° radials, excluding the airspace between the main and this alternate airway; Pendleton, Oreg.; Baker, Oreg; Boise, Idaho, including a south alternate; INT Boise 130° and Burley 290° radials; Burley, including a north alternate from Boise 25 miles, 25 miles 90 MSL, 95 MSL INT Pocatello, Idaho, 286° and Burley 323° radials, Burley, excluding the airspace between the main and this alternate airway; Malad City, Idaho; 35 miles, 58 miles, 115 MSL, Rock Springs, Wyo., including 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.; Denver, Colo., including a north alternate from Laramie to Denver via Gill, Colo.;
INT Denver 103° and Thurman, Colo., 275° radials; Thurman, Colo.; 50 miles, 65 MSL, Goodland, Kans.; Hill City, Kans.; INT Hill City 097° and Salina, Kans., 284° radials; Salina, including a S alternate via Hays, Kansas.; Topeka, Kans., including a S alternate via INT Salina 095° and Topeka 236° radials; Kansas City, Mo., including a N alternate and also a S alternate via INT Topeka 099° and Kansas City 231° radials; Hallsville, Mo.; St. Louis, Mo., including a N alternate; Troy, Ill.; Centralia, Ill.; Evansville, Ind., including a S alternate; Louisville, Ky., including a N alternate via INT Evansville 068° and Louisville 280° radials; Lexington, Ky., including a N alternate via INT Louisville 081° and Lexington 303° radials and also a S alternate via INT Louisville 114° and Lexington 251° radials; Newcombe, Ky.; Charleston, W. Va.; Elkins, W. Va., including a S alternate via INT Charleston 083° and Elkins 228° radials; Kessel, W. Va.; Front Royal, Va.; Herndon, Va. The airspace within R-6705 is excluded.

AMENDMENTS 9/17/70 35 F. R. 11898 (Changed)

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

V-6 From INT Oakland, Calif., 221° and Point Reyes, Calif., 161° radials, Oakland; INT Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including a S alternate via INT Oakland 077° and Sacramento 192° radials; Lake Tahoe, Calif.; Reno, Nev., including a N alternate from Sacramento to Reno via INT Sacramento 038° and Reno 257° radials; Lovelock, Nev., including a south alternate from Reno to Lovelock via Hazen, Nev.; Battle Mountain, Nev., including a north alternate; INT Battle Mountain 062° and Wells, Nev., 256° radials; Wells; 5 miles, 40 miles, 98 MSL, 85 MSL Lucin, Utah; 43 miles, 85 MSL, Ogden, Utah; 11 miles, 50 miles, 105 MSL, Fort Bridger, Wyo.; Rock Springs, Wyo.; 20 miles, 39 miles 95 MSL, Cherokee, Wyo.; 39 miles, 27 miles 95 MSL, Medicine Bow, Wyo.; INT Medicine Bow 106° and Sidney, Nebr., 291° radials; Sidney; 13 miles, 26 miles, 57 MSL, North Platte, Nebr.; Grand Island, Nebr.; Omaha, Nebr.; Des Moines, Iowa, including a S alternate; Iowa City, Iowa, including a S alternate via INT Des Moines 112° and Iowa City 252° radials; Cordova, Ill.; Naperville, Ill.; South Bend, Ind.; INT South Bend 092° and Waterville, Ohio, 288° radials; Waterville, including a S alternate via INT Waterville 108° and Cleveland, Ohio, 258° radials; Cleveland; Youngstown, Ohio, including a north alternate via INT Cleveland 081° and Youngstown 285° radials; Clarion, Pa.; Philipsburg, Pa.; Selinsgrove, Pa.; Allentown, Pa., excluding the portion within R-4803 and R-4813

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051
AMENDMENTS 7/23/70 35 F. R. 7857 (Changed); 8/20/70 35 F. R. 10654 (Changed)

V-7 From Miami, Fla., Fort Myers, Fla.; Lakeland, Fla.; Cross City, Fla.; Greenville, Fla.; Dothan, Ala., including a W alternate from Cross City to Dothan via INT Cross City 287° and Marianna, Fla., 141° radials and Marianna; INT Dothan 333° and Montgomery, Ala., 129° radials; Montgomery; INT Montgomery 308° and Birmingham, Ala., 180° radials; 7 miles wide (4 miles on E, 3 miles on W and within 4.5° of the centerline) Birmingham; Muscle Shoals, Ala., including an E alternate via INT of Birmingham 358° and Muscle Shoals 122° radials and also a W alternate via INT Birmingham 313° and Muscle Shoals 178° radials; Graham, Tenn.; Nashville, Tenn.; Central City, Ky.; including an east alternate; Evansville, Ind.; INT Evansville 015° and Lewis, Ind., 198° radials; Lewis; Terre Haute, Ind., including a W alternate from Evansville to Terre Haute via INT Evansville 360° and Terre Haute 215° radials; Lafayette, Ind.; Chicago Heights, Ill.; INT Chicago Heights 358° and Milwaukee, Wis., 137° radials; Milwaukee, including an E alternate via INT Chicago Heights 013° and Milwaukee 137° radials; Green Bay, Wis.; Menominee, Mich.; Escanaba, Mich. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

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

AMENDMENTS 4/2/70 35 F. R. 3155 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

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

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

V-11 From Mobile, Ala., Green County, Miss.; 28 miles 95 MSL, Laurel, Miss., including an east alternate from Mobile to Laurel via INT Mobile 356° and Laurel 109° radials; Jackson, Miss. From Memphis, Tenn., Dyersburg, Tenn., including a W alternate via INT Memphis 001° and Dyersburg 235° radials, and an E alternate via the INT Memphis 045° and Dyersburg 182° radials; Paducah, Ky., including an E alternate; Evansville, Ind., including an east alternate;
Indianapolis, Ind., including an E alternate from Evansville to Indianapolis via INT Evansville 046° and Bloomington, Ind., 205° radials, Bloomington, INT of Bloomington 025° and Indianapolis 185° radials; Fort Wayne, including an E alternate via INT Indianapolis 060° and Shelbyville, Ind., 006° radials, and INT Shelbyville 006° and Fort Wayne 218° radials; Salem, Mich.; 6-miles wide to INT Salem 052° and Windsor, Ont., Canada 335° radials.

AMENDMENTS 9/17/70 35 F. R. 11231 (Changed)

V-12 From Gaviota, Calif., Santa Barbara, Calif.; INT Santa Barbara 109° and Fillmore, Calif., 268° radials; Fillmore; Palmdale, Calif.; 38 miles, 6 miles wide, Hector, Calif.; 12 miles, 38 miles, 85 MSL, 14 miles, 75 MSL, Needles, Calif.; 45 miles, 34 miles, 95 MSL, Prescott, Ariz.; Winslow, Ariz.; 30 mi. 85 MSL Zuni, N. Mex.; Albuquerque, N. Mex.; including a south alternate via INT Zuni 104° and Albuquerque 253° radials; Otto, N. Mex.; Anton Chico, N. Mex., including a S alternate from Albuquerque to Anton Chico via INT Albuquerque 103° and Anton Chico 249° radials; Tucumcari, N. Mex.; Amarillo, Tex., including a N alternate and also a S alternate; Gage, Okla., including a N alternate from Aramillo to Gage via Borger, Tex., and INT Borger 061° and Gage 249° radials; Anthony, Kans.; Wichita, Kans., including a N alternate from Gage to Wichita via INT Gage 025° and Wichita 250° radials and also a S alternate via Anthony 060° and Wichita 190° radials; Emporia, Kans., including a N alternate via INT Wichita 037° and Emporia 259° radials; INT Emporia 050° and Topeka, Kans., 099° radials; INT Topeka 099° and Blue Springs, Mo., 268° radials; Blue Springs; Columbia, Mo.; Maryland Heights, Mo., including a S alternate from INT Macon, Mo., 202° and Columbia 273° radials to INT Hallsville, Mo., 134° and Columbia 102° radials via Jefferson City, Mo.; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind.; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio, including a N alternate from Dayton to Appleton via INT Dayton 068° and Rosewood, Ohio, 083° radials; Newcomerstown, Ohio; Bellaire, Ohio; INT Bellaire 107° and Indian Head, Pa., 254° radials; Indian Head; Johnstown, Pa.;
Harrisburg, Pa., including a S alternate from Johnstown to Harrisburg via St. Thomas, Pa.
AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

V-13 From Houston, Tex., Humble, Tex.; Lufkin, Tex., including an east alternate from Houston to Lufkin via Daisetta, Tex., and a west alternate from Humble to Lufkin via INT Humble 002° and Lufkin 218° radials; Shreveport, La., including an E alternate; Texarkana, Ark., including a W alternate via INT Shreveport 275° and Texarkana 184° radials; Page, Okla.; Fort Smith, Ark.; INT Fort Smith 006° and Fayetteville, Ark., 190° radials; Fayetteville, including a W alternate from Page to Fayetteville via INT Page 006° and Fayetteville 205° radials; Neosho, Mo.; Butler, Mo.; Kansas City, Mo., including an E alternate via INT Butler 013° and Kansas City 157° radials; Lamoni, Iowa; Des Moines, Iowa, including a W alternate; Mason City, Iowa, including an E alternate and also a W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; Farmington, Minn.; Grantsburg, Wis., including a W alternate from Mason City to Grantsburg via INT Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and W alternate; Duluth, Minn., including an E alternate; 36 miles, 35 MSL Thunder Bay, Ontario, Canada. The airspace outside the United States is excluded.
AMENDMENTS 2/26/70 35 F. R. 3659 (Changed)

V-14 From Roswell, N. Mex., via Lubbock, Tex.; Childress, Tex., including a S alternate via INT Lubbock 086° and Childress 229° radials; Hobart, Okla.; Oklahoma City, Okla., including a S alternate via INT Hobart 076° and Oklahoma City 202° radials; Tulsa, Okla., including a N alternate via INT Oklahoma City 037° and Tulsa 261° radials, and also a S alternate via INT Oklahoma City 087° and Tulsa 228° radials; Neosho, Mo., including a N alternate and also a S alternate via INT Tulsa 087° and Neosho 223° radials; Springfield, Mo., including a S alternate via INT Neosho 074° and Springfield 210° radials; Vichy, Mo., including a N alternate; St. Louis, Mo., including a N alternate and also a S alternate via INT of Vichy 069° and St. Louis 219° radials; Vandalia, Ill., including a N alternate via INT of St. Louis 062° and Vandalia 273° radials; Terre Haute, Ind.; Indianapolis, Ind., including a S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; Muncie, Ind.; Findlay, Ohio; INT Findlay 095° and Cleveland, Ohio, 241° radials; Cleveland; Jefferson, Ohio, Erie, Pa., including a N alternate from
Cleveland to Erie via INT Cleveland 049° and Jefferson 279° radials; Dunkirk, N. Y.; Buffalo, N. Y. including a N alternate from Erie to Buffalo via INT Erie 043° and Buffalo 259° radials; Geneseo, N. Y., Georgetown, N. Y.; INT Georgetown 093° and Albany, N. Y. 270° radials; Albany; INT Albany 094° and Gardner, Mass., 284° radials; Gardner; INT Gardner 128° and Boston, Mass., 251° radials; Boston. The airspace within R-5207 and Canada is excluded.
AMENDMENTS 4/30/70 35 F. R. 4396 (Changed)
AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051
AMENDMENTS 7/23/70 35 F. R. 7857 (Changed); 8/20/70 35 F. R. 8925 (Changed)

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

V-16 From Los Angeles, Calif., Ontario, Calif.; Palm Springs, Calif.; Blythe, Calif.; 21 miles, 60 miles, 55 MSL, Buckeye, Ariz.; Phoenix, Ariz.; INT Phoenix 161° and Casa Grande, Ariz., 105° radials; Tucson, Ariz., including a south alternate from INT Phoenix 161° and Casa Grande 105° radials, to Tucson via INT Phoenix 161° and Tucson 298° radials; Cochise, Ariz., including a S alternate via INT Tucson 122° and Cochise 257° radials; Columbus, N. Mex.; El Paso, Tex., including a N alternate via INT Columbus 075° and El Paso 286° radial; Salt Flat, Tex.; Wink, Tex.; Wink 066° and Big Spring, Tex., 260° radials; Big Spring, including a S alternate from Wink to Big Spring via Midland, Tex.; Abilene, Tex.; Mineral Wells, Tex.; INT Mineral Wells 078° and Dallas, Tex., 252° radials; Dallas, including a S alternate via INT Mineral Wells 094° and Dallas 229° radials; Sulphur Springs, Tex.; Texarkana, Ark., including a N alternate via INT Sulphur Springs 060° and Texarkana 272° radials, and also a S alternate via INT Sulphur Springs 090° and Texarkana 240° radials; Pine Bluff, Ark.; Memphis, Tenn., including a S alternate; Jacks Creek, Tenn., including a N alternate via INT Memphis 045° and Jacks Creek 260° radials; Graham, Tenn., including a S alternate from Memphis to Graham via INT Memphis 078° and Graham 238° radial; Nashville, Tenn., including a N alternate from Jacks Creek to Nashville via INT Jacks Creek 049° and Nashville 288° radials; Hinch Mountain, Tenn., including a S alternate and also a N alternate via INT Nashville 081° and Hinch Mountain 301° 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 Blackford, Va., 246° radials and Blackford; Roanoke, Va.; Gordonsville, Va., including a N alternate from Roanoke to Gordonsville via INT Roanoke 035° and Montebello, Va., 250° radials and Montebello, and also a S alternate from Pulaski to Gordonsville via INT Pulaski 094° and Lynchburg, Va., 253° radials and Lynchburg; Nottingham, Md.; 6-mile wide, Kenton, Del.; Millville, N. J.; Coyle, N. J.; Kenndy, N. Y.; Deer Park, N. Y.; Riverhead, N. Y.; Norwich, Conn.; Boston, Mass. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded.
AMENDMENTS 4/30/70 35 F. R. 4256 (Changed)
AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-17 From McAllen, Tex., 29 miles, 34 miles, 25 MSL, Laredo, Tex.; Cotulla, Tex.; INT Cotulla 041° and San Antonio, Tex., 202° radials; San Antonio, including a E alternate via INT Cotulla 041° and San Antonio 183° radials; Austin, Tex., including a W alternate via INT San Antonio 002° and Austin 237° radials and also an E alternate via INT San Antonio 057° and Austin 198° radials; Waco, Tex., including an E alternate via INT Austin 046° and Waco 173° radials; INT Waco 315° and Mineral Wells, Tex., 197° radials; Mineral Wells; Bridgeport, Tex.; Duncan, Okla. INT Duncan 011° and Oklahoma City, Okla., 180° radials; Oklahoma City; Gage, Okla., including a W alternate via INT Oklahoma City 282° and Gage 153° radials; Garden City, Kans., including a W alternate from Gage to Garden City via Liberal, Kans.; Goodland, Kans. The airspace above 9,000 feet MSL is excluded between McAllen and Laredo.

AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

V-18 From Dallas, Tex., via Quitman, Tex.; Shreveport, La., including a S alternate via INT Quitman 109° and Shreveport 246° radials; Monroe, La., including a N alternate and also a S alternate via INT Shreveport 117° and Monroe 268° radials; Jackson, Miss., including a N alternate and also a S alternate; Meridian, Miss., including a N alternate and also a S alternate; Tuscaloosa, Ala.; Birmingham, Ala.; Anniston, Ala.; Rex, Ga.; INT Rex 090° and Augusta, Ga., 278° radials; Augusta, including a S alternate from Birmingham to Augusta via INT Birmingham 114° and Brookwood, Ala., 083° radials, Atlanta, Ga., and INT Atlanta 098° and Augusta 263° radials; INT Augusta 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.

AMENDMENTS 4/2/70 35 F. R. 2726 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

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; Sante Fe, N. Mex., including a W alternate via INT Albuquerque 026° and Santa Fe 253° radials; Las Vegas, N. Mex.; Cimarron, N. Mex.; Pueblo, Colo., including an E alternate via INT Cimarron 053° and Pueblo 176° radials; Kiowa, Colo., including an east alternate; Denver; Cheyenne, Wyo.; Casper, Wyo., including an E alternate from Cheyenne to Casper via INT Cheyenne 002° and Douglas, Wyo., 152° radials and Douglas; 5 miles, 45 miles 71 MSL, Crazy Woman, Wyo.; Sheridan, Wyo., including an E alternate; 21 miles, 35 miles 75 MSL, Billings, Mont., including an E alternate from Sheridan 21 miles, 38 miles, 75 MSL, to Billings; 38 miles, 72 MSL INT Billings 347° and Lewistown, Mont., 104° radials; Lewistown; Great Falls, Mont., including a W alternate via INT Lewistown 274° and Great Falls 122° radials.

AMENDMENTS 7/23/70 35 F. R. 8879 (Changed)

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

V-21 From INT Seal Beach, Calif., 250° and Los Angeles, Calif., 207° radials; Seal Beach; Ontario, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline), Hector, Calif.; Boulder City, Nev., including a W alternate from INT Hector 226° and Daggett, Calif., 187° radials to INT Daggett 062° and Hector 047° radials via Daggett; Morman Mesa, Nev.; 30 miles, 52 miles, 95 MSL Milford, Utah, including an E alternate via INT of Morman Mesa 059° and Cedar City, Utah, 197° radials to Cedar City, to Milford, excluding the airspace between the man 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.; INT Helena 352° and Great Falls, Mont., 222° radials; Great Falls; Cut Bank, Mont., including a W alternate Helena direct Cut Bank; INT Cut Bank 348° radial and the United States/Canadian border.

AMENDMENTS 4/30/70 35 F. R. 3110 (Changed)
AMENDMENTS 4/2/70 35 F. R. 3155 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 5/28/70 35 F. R. 6491 (Changed)

V-23 From San Diego, Calif., Oceanside, Calif.; 24 miles, 6 miles wide, Seal Beach, Calif.; 6 miles wide, INT Seal Beach 287° and Los Angeles, Calif., 138° radials; Los Angeles; Gorman, Calif., Bakersfield, Calif.; Fresno, Calif.; 53 miles, 6 miles wide, Linden, Calif.; Sacramento, Calif., including a W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; INT Sacramento 346° and Red Bluff, Calif., 158° radials; Red Bluff; 58 miles, 95 MSL Fort Jones, Calif.; Medford, Oreg., including an east alternate via INT Fort Jones 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; Paine, Wash.; Bellingham, Wash.; via INT Bellingham 290° radial to the United States/Canadian border.

AMENDMENTS 9/17/70 35 F. R. 10504 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11682 (Changed)

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

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

AMENDMENTS 11/12/70 35 F. R. 14693 (Changed): Corr: 35 F. R. 17032

V-26 From Cherokee, Wyo.; 11 miles, 52 miles 111 MSL,
Casper, Wyo.; 14 miles, 25 miles 75 MSL, 92 miles 90 MSL, Rapid City, S. Dak.; 43 miles, 35 MSL Philip, S. Dak.; 56 miles, 35 MSL, Pierre, S. Dak., including a north alternate; 26 miles, 41 miles, 35 MSL, Huron, S. Dak.; Redwood Falls, Minn., including
a S alternate; Flying Cloud, Minn.; INT Flying Cloud 081° and Eau Claire, Wis., 271° radials; Eau Claire, including a south alternate from Redwood Falls to Eau Claire via Farmington, Minn.; Wausau, Wis.; Green Bay, Wis.; INT Green Bay 116° and White Cloud, Mich., 302° radials; White Cloud; Lansing, Mich.; Salem, Mich.; INT Salem 139° and Cleveland, Ohio, 309° radials; Cleveland. The airspace within Canada is excluded.
AMENDMENTS 5/28/70 35 F. R. 6006 (Changed); 7/23/70 35 F. R. 7553 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11682 (Changed)

V-27 From San Diego, Calif., INT San Diego 319° and Santa Catalina, Calif., 099° radials; Santa Catalina; 6 miles wide, Ventura, Calif.; 6 miles wide, INT Ventura 331° and Fillmore, Calif., 268° radials; INT Fillmore 268° and Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT San Luis Obispo 308° and Big Sur, Calif., 157° radials; Big Sur; INT Big Sur 325° and Point Reyes, Calif., 161° radials; Point Reyes; INT Point Reyes 352° and Ukiah, Calif., 147° radials; Ukiah; Fortuna, Calif.; Crescent City, Calif.; 31 miles, 32 miles, 59 MSL, North Bend, Oreg.; Newport, Oreg.; 39 miles, 30 miles, 45 MSL, Astoria, Oreg.; including an east alternate via INT of Newport 016° and Astoria 157° radials; Hoquiam, Wash., including a west alternate via INT Astoria 309° and Hoquiam 182° radials; Seattle, Wash., including an east alternate from Astoria to Seattle via Olympia, Wash., and INT Olympia 010° and Seattle 249° radials. The airspace below 2,000 feet MSL outside the United States between San Diego and Santa Catalina, the airspace within R-2516, R-2520, and W-289, the airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL, is excluded. The portion outside the United States has no upper limit.

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

V-29 From Snow Hill, Md., Salisbury, Md.; Kenton, Del., including a West alternate via INT Salisbury 340° and Kenton 217° radials; 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. The airspace within R-4006 is excluded.
AMENDMENTS 2/5/70 34 F. R. 19968 (Changed)
AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-30 From Milwaukee, Wis., INT Milwaukee 102° and Pullman, Mich., 303° radials; Pullman, including a S alternate via INT Milwaukee 121° and Pullman 282° radials; Litchfield, Mich.; Waterville, Ohio; Cleveland, Ohio; Akron, Ohio; Clarion, Pa.; Philipsburg, Pa.; Selinsgrove, Pa.; East Texas, Pa.; INT East Texas 103° and Solberg, N. J., 255° radials; Solberg.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

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

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

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

V-34 From Kleinburg, Ont., INT Kleinburg 113° and Rochester, N. Y., 309° radials; Rochester, including a south alternate via INT of Kleinburg 133° and Rochester 289° radials; Ithaca, N. Y.; Hancock, N. Y.; Carmel, N. Y.; INT Carmel 093° and Riverhead, N. Y., 046° radials. The airspace within Canada and R-5207 is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Corr: 35 F. R. 1221; Eff. date changed 4/30/70 35 F.R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-35 From Key West, Fla., INT Key West 086° and Bimini, Bahamas, 215° radials; INT Bimini 215° and Miami, Fla., 147° radials; Miami; INT Miami 269° and Fort Myers, Fla., 137° radials, including a W alternate from INT Miami 147° radial and Miami International Airport Runway 9 left ILS localizer W course to INT Miami 269° and Fort Myers 137° radials via INT Miami International Airport Runway 9 left ILS localizer W course and Fort Myers 137° radial; Fort Myers; St. Petersburg, Fla., including a W alternate; INT St. Petersburg 350° and Cross City, Fla., 168° radials; Cross City, including an E alternate via Gainesville, Fla., and also a W alternate via INT St. Petersburg 316° and Cross City 185° radials; Greenville, Fla.; Albany, Ga., including a west alternate from Cross City to Albany via Tallahassee, Fla.; Macon, Ga., including a west alternate via INT Albany 013° and Macon 227° radials; Athens, Ga.; Anderson, Sugarloaf Mountain, N. C.; Holston Mountain, Tenn., via INT Sugarloaf Mountain 301° and Holston Mountain 203° radials; Blackford, Va.; Charleston, W. Va., including an E
alternate via Bluefield, W. Va.; INT Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa., including a west alternate from Morgantown to Johnstown via INT Morgantown 010° and Johnstown 260° radials; Tyrone, Pa.; Philipsburg, Pa.; Stonyfork, Pa.; Elmira,
N. Y.; Syracuse, N. Y. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.
AMENDMENTS 4/30/70 35 F. R. 4257 (Changed)

V-36 From Toronto, Ont., via INT Toronto 141° and Buffalo, N. Y., 312° radials; Buffalo, including a S alternate via INT Toronto 172° and Buffalo 294° radials, excluding the airspace between the main and this S alternate; Elmira, N. Y.; Lake Henry, Pa.; INT Lake Henry 136° and Sparta, N. J., 290° radials; Sparta; Kennedy, N. Y. The airspace within Canada is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

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

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

V-39 From Myrtle Beach, S. C., 27 MSL Fayetteville, N. C., excluding the airspace at and above 5,000 feet MSL. From Pinehurst, N. C., South Boston, Va.; Gordonsville, Va.; INT Gordonsville, 019° and Casanova, Va., 201° radials; Casanova; Herndon, Va.; including an E alternate from Gordonsville to Herndon via INT Herndon 202° and Brooke, Va., 300° radials; Westminster, Md.; Lancaster, Pa.; East Texas, Pa.; Allentown, Pa.; Huguenot, N. Y.; INT Huguenot 032° and Pawling, N. Y., 259° radials; Pawling; Westfield, Mass.; Gardner, Mass.; Concord, N. H.; Kennebunk, Maine; Augusta, Maine; Bangor, Maine; Millinocket, Maine; Presque Isle, Maine; Mont Joli, Quebec, Canada, excluding the portion within Canada.

V-40 From Cleveland, Ohio, Briggs, Ohio; INT Briggs 077° and Youngstown, Ohio, 177° radials.

AMENDMENTS 6/25/70 35 F. R. 7051 (Changed)

V-41 From INT Briggs, Ohio, 077° and Youngstown, Ohio, 177° radials; Youngstown.

AMENDMENTS 6/25/70 35 F. R. 7051 (Rewritten)

V-42 From Flint, Mich.; via INT Flint 133° and Windsor, Ont., 320° radials; Windsor, including an E alternate INT Flint 118° and Windsor 335° radials, 7 mi. wide (3 mi. E and 4 mi. W of centerline), Cleveland, Ohio: Akron, Ohio, including an E alternate from Windsor, Ont., Canada, to Akron via INT Windsor 134° and Akron 312° radials. The airspace within Canada is excluded.

AMENDMENTS 5/28/70 35 F. R. 6006 (Changed)

V-43 From Appleton, Ohio; Tiverton, Ohio; Briggs, Ohio; Youngstown, Ohio, including a west alternate from Tiverton to Youngstown via INT Tiverton 040° and Akron, Ohio, 233° radials, and Akron; Erie, Pa.

V-44 From Maryland Heights, Mo.; Centralia, Ill.; Samsville, Ill.; Nabb, Ind.; Falmouth, Ky.; York, Ky.; Parkersburg, W. Va.; Morgantown, W. Va.; Martinsburg, W. Va.; Baltimore, Md.; INT Baltimore 094° and Kenton, Del., 262° radials; Kenton; INT Kenton 086° and Atlantic City, N. J., 236° radials; Atlantic City; INT Atlantic City 048° and Deer Park, N. Y., 209° radials; Deer Park. The airspace within R-4001 and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within R-5002 more than 3 nmi W of the airway centerline above 9,000 feet MSL is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

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, 085° 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; Pellston, Mich. The airspace within R-5502 is excluded.

AMENDMENTS 4/2/70 35 F. R. 1103 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 7/23/70 35 F. R. 7857 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14693 (Changed)

V-46 From Deer Park, N. Y., Riverhead, 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.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

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

AMENDMENTS 8/20/70 35 F. R. 8925 (Changed)

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

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

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

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

AMENDMENTS 4/30/70 35 F. R. 4256 (Changed)

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

V-53 From Charleston, S. C., INT Charleston 296° 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 Lafayette, Ind., 159° radials; Lafayette; INT Lafayette 313° and Peotone, Ill., 152° radials; Peotone; INT Peotone 003° and Chicago-O'Hare, Ill., 153° radials; Chicago-O'Hare.

AMENDMENTS 4/2/70 35 F. R. 2726 (Changed); Corr: 35 F. R. 4291; Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 4/30/70 35 F. R. 4257 (Changed)

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

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

V-56 From Meridian, Miss., Kewanee, Miss.; Craig, Ala.; Montgomery, Ala.; Tuskegee, Ala.; INT Tuskegee 078° and Columbus, Ga. 255° radials; Columbus, including a south alternate from Montgomery to Columbus via INT Montgomery 090° and Columbus 219° radials; Macon, Ga.; Augusta, Ga.; Columbia, S. C., including a south alternate via INT of Augusta 103° and Columbia 236° radials; INT Columbia 079° and
Florence, S. C., 243° radials; Florence; Fayetteville, N. C., 41 miles 15 MSL, INT Fayetteville 098° and New Bern, N. C., 256° radials; New Bern. The airspace at and above 5,000 feet MSL is excluded from Fayetteville to Wallace INT; and the airspace at and above 9,000 feet MSL is excluded from Wallace INT to New Bern.

AMENDMENTS 4/2/70 35 F. R. 2726 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

V-57 From Lexington, Ky., to Falmouth, Ky.

AMENDMENTS 8/20/70 35 F. R. 8925 (Rewritten)

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

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 Bridgeport, Tex., INT Bridgeport 315° and Wichita Falls, Tex., 139° radials; Wichita Falls.

V-62 From INT Albuquerque, N. Mex., 329° and Santa Fe, N. Mex., 268° radials, via Santa Fe; Anton Chico, N. Mex.; Texico, N. Mex.; Lubbock, Tex.; Abilene, Tex.; INT Abilene 096° and Britton, Tex., 264° radials; Britton.

AMENDMENTS 2/5/70 34 F. R. 19749 (Changed)

V-63 From McAlester, Okla., via Fayetteville, Ark.; Springfield, Mo.; Hallsville, Mo.; Quincy, Ill.; Burlington, Iowa; Moline, Ill.; Cordova, Ill.; Rockford, Ill.; Janesville, Wis.; Milwaukee, Wis.

V-64 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) INT Los Angeles 185° and Seal Beach, Calif., 266° radials; Seal Beach; Thermal, Calif.; Blythe, Calif. The portion outside the United States has no upper limit.

V-65 From INT Kansas City, Mo., 231° and St. Joseph, Mo., 178° radials; St. Joseph; Lamoni, Iowa.

V-66 From San Diego, Calif., Imperial, Calif.; 13 miles, 24 miles, 25 MSL, Yuma, Ariz.; 12 miles, 35 MSL INT Yuma 087° and Gila Bend, Ariz., 262° radials; 46 miles, 35 MSL, Gila Bend; Tucson, Ariz.; Douglas, Ariz.; INT Douglas 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 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, Hudspeth; Pecos, Tex.; Midland, Tex.; Hyman, Tex.; INT Hyman 074° and Abilene, Tex., 251° radials; Abilene; INT Abilene 066° and Bridgeport, Tex., 248° radials; Bridgeport; INT Bridgeport 087° and Sulphur Springs, Tex., 275° radials; Sulphur Springs. From Tuscaloosa, Ala., Brookwood, Ala.; 15 miles, 7 miles wide (4 miles N and 3 miles S of centerline) Atlanta, Ga.; Rex, Ga.; INT Rex 090° and Athens, Ga., 238° radials; Athens; Fort Mill, S. C.; Raleigh-Durham, N. C.; Franklin, Va.; INT Franklin 087° and Norfolk, Va., 226° radials; Norfolk.

AMENDMENTS 7/23/70 35 F. R. 7857 (Changed)

V-67 From Paducah, Ky.; Marion, Ill.; Centralia, Ill.; INT Centralia 010° and Vandalia, Ill., 162° radials; Vandalia; Capital, Ill.; INT Capital 305° and Burlington, Iowa 134° radials; Burlington; Iowa City, Iowa; Cedar Rapids, Iowa; Waterloo, Iowa; Mason City, Iowa; Rochester, Minn., including a west alternate via INT Mason City 023° and Rochester 243° radials.

AMENDMENTS 3/5/70 35 F. R. 355 (Rewritten); Corr: 35 F. R. 2726

V-68 From Albuquerque, N. Mex., via INT Albuquerque 120° and Corona, N. Mex., 311° radials; Corona, including a N alternate via INT Albuquerque 103° and Corona 328° radials and also a S alternate via INT Albuquerque 160° and Corona 269° radials; 41 mi. 85 MSL, Roswell, N. Mex., including an N alternate 85 MSL INT Corona 124° and Roswell 335° radials, Roswell; Hobbs, N. Mex., including a S alternate; INT Hobbs 120° and Midland, Tex., 312° radials; Midland, including a S alternate via INT Hobbs 136° and Midland 283° radials; San Angelo, Tex., including a S alterante via INT Midland 128° and San Angelo 278° radials; Junction, Tex., including a S alternate via INT San Angelo 181° and Junction 310° radials; San Antonio, Tex.

V-69 From Shreveport, La., via INT Shreveport 087° and El Dorado, Ark., 218° radials; El Dorado, including a W alternate via INT Shreveport 087° and El Dorado 233° radials; Pine Bluff, Ark.; INT Pine Bluff 040° and Walnut Ridge, Ark., 187° radials; Walnut Ridge; Farmington, Mo.; INT Farmington 351° and Troy, Ill., 233° radials; Troy; Capital, Ill.; Pontiac, Ill.; Joliet, Ill.; Kedzie, Ill., REN.

V-70 From Corpus Christi, Tex., via INT Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios; Galveston, Tex.; Sabine Pass, Tex., including a north alternate from Palacios to Sabine Pass via Humble, Tex.; Lake Charles, La.; Lafayette, La.; Baton Rouge, La., including a N alternate via INT Lafayette 012° and Baton Rouge 264° radials; Picayune, Miss.; 95 MSL Greene County, Miss.; Monroeville, Ala.; INT Monroeville 073° and Eufaula, Ala., 258° radials; Eufaula; Vienna, Ga.; Allendale, S. C., including a north alternate from Eufaula to INT Dublin 101° and Allendale 247° radials, via Macon, Ga., and Dublin, Ga.

V-71 From Baton Rouge, La., Natchez, Miss., including an E alternate via INT Baton Rouge 026° and Natchez 156° radials; Monroe, La.; El Dorado, Ark.; Hot Springs, Ark.; INT Hot Springs 358° and Harrison, Ark., 176° radials; Harrison; Springfield, Mo., including a W alternate from Hot Springs to Springfield via Fayetteville, Ark., excluding the airspace between the main and this W alternate; Butler, Mo.; Kansas City, Mo.; INT Kansas City 310° and Pawnee City, Nebr., 122° radials; Pawnee City; INT Pawnee City 334° and Lincoln, Nebr. 146° radials; Lincoln; Columbus, Nebr.

V-72 From Fayetteville, Ark., Dogwood, Mo.; Maples, Mo.; Farmington, Mo.; Centralia, Ill.; Bible Grove, Ill.; INT Bible Grove 015° and Vandalia, Ill., 075° radials. From Rosewood, Ohio, Mansfield, Ohio; INT Cleveland, Ohio, 138° and Tiverton, Ohio, 017° radials; Akron, Ohio; Youngstown, Ohio; Tidioute, 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.

V-73 From Wichita, Kans., Hutchinson, Kans.; INT Hutchinson 025° and Salina, Kans., 184° radials; Salina, including an east alternate from Wichita to Salina via INT Wichita 356° and Salina 169° radials.

V-74 From Garden City, Kans.; Dodge City, Kans.; Anthony, Kans.; Ponca City, Okla., including a north alternate via INT Anthony 091° and Ponca City 327° radials; Tulsa, Okla., including a N alternate via INT Ponca City 094° and Tulsa 319° radials; Fort Smith, Ark., including a N alternate via INT Tulsa 087° and Fort Smith 318° radials and a S alternate from Ponca City to Fort Smith via Okmulgee, Okla.; Little Rock, Ark., including a N alternate and also a S alternate via INT Fort Smith 133° and Little Rock 278° radials; Pine Bluff, Ark., including a N alternate via INT Little Rock 137° and Pine Bluff 006° radials.

AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

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 S alternate via INT Llano 129° and Austin 257° radials; Industry, Tex.; INT Industry 101° and Houston, Tex., 290° radials; Houston, including a S alternate from Industry to Houston via Eagle Lake, Tex.; Galveston, Tex.

AMENDMENTS 3/6/70 35 F. R. 4200 (Changed)

V-77 From San Angelo, Tex., via Abilene, Tex.; Wichita Falls, Tex., including an E alternate; INT Wichita Falls 028° and Oklahoma City, Okla., 202° radials; Oklahoma City, including an E alternate from Wichita Falls to Oklahoma City via INT Wichita Falls 047° and Duncan, Okla., 248° radials, Duncan, INT Duncan 011° and Oklahoma City 180° radials; Ponca City, Okla., including an E alternate via INT Oklahoma City 037° and Ponca City 186° radials; INT Ponca City 327° and Wichita, Kans., 225° radials; Wichita; INT Wichita 037° and Topeka, Kans., 236° radials; Topeka; St. Joseph, Mo.; Lamoni, Iowa; to Des Moines, Iowa. The airspace within R-5601 is excluded.

V-78 From Huron, S. Dak., Watertown, S. Dak., including a S alternate; Darwin, Minn.; Minneapolis, Minn.; Eau Claire, Wis.

V-79 From Hobbs, N. Mex., via INT Hobbs 073° and Lubbock, Tex., 188° radials; Lubbock.

V-80 From Akron, Colo., North Platte, Nebr.

V-81 From Midland, Tex., via Lubbock, Tex.; Plainview, Tex.; Amarillo, Tex., including an E alternate; Dalhart, Tex.; Tobe, Colo.; Pueblo, Colo.; Colorado Springs, Colo.; Denver, Colo.

V-82 From Baudette, Minn., Bemidji, Minn.; 20 miles, 51 miles, 29 MSL, Brainerd, Minn.; 11 miles, 52 miles, 25 MSL, Minneapolis, Minn.; Farmington, Minn.; Rochester, Minn.; Nodine, Minn.; Dells, Wis.; INT Dells 097° and Timmerman, Wis., 322° radials; 6 mi. wide Timmerman.

V-83 From Carlsbad, N. Mex., via Roswell, N. Mex.; 40 miles, 85 MSL Corona, N. Mex., including an E alternate INT Roswell 335° and Corona 124° radials, 85 MSL Corona; Otto, N. Mex., Santa Fe, N. Mex.; Taos, N. Mex.; Alamosa, Colo.; INT Alamosa 074° and Pueblo, Colo., 191° radials; Pueblo; Colorado Springs; Colo.; Kiowa, Colo.

AMENDMENTS 2/5/70 34 F. R. 19464 (Changed)

V-84 From Bradford, Ill.; INT Bradford 033° and Chicago-O'Hare, Ill., 269° radials; Northbrook, Ill.; Pullman, Mich.; Lansing, Mich.; Flint, Mich.; Peck, Mich.; London, Ont., Canada; Buffalo, N. Y.; Geneseo, N. Y.; INT Geneseo 091° and Syracuse, N. Y., 242° radials; Syracuse. The airspace within Canada is excluded.

V-85 From Medicine Bow, Wyo., via Casper, Wyo., including a west alternate via INT Medicine Bow 336° and Casper 216° radials; 29 miles, 48 miles 77 MSL, to Riverton, Wyo.

V-86 From Butte, Mont., Whitehall, Mont.; Bozeman, Mont.; INT Bozeman 128° and Livingston, Mont., 261° radials; Livingston; 11 miles, 25 miles, 85 MSL, Billings, Mont.; 32 miles, 35 miles, 75 MSL, Sheridan, Wyo.; 20 miles, 45 miles, 70 MSL, 63 miles, 80 MSL, Rapid City, S. Dak.

V-87 From San Francisco, Calif., INT San Francisco 357° and Napa, Calif., 182° radials; Napa; INT Napa 004° and Maxwell, Calif., 188° radials; Maxwell; Red Bluff, Calif.

AMENDMENTS 1/5/71 36 F. R. 44 (Changed)

V-88 From Tulsa, Okla., INT Tulsa 044° and Springfield, Mo., 261° radials; Springfield; Vichy, Mo.; INT Vichy 091° and St. Louis, Mo., 171° radials.

V-89 From INT Denver, Colo., 207° and Kiowa, Colo., 246° radials; Denver; Cheyenne, Wyo., including an east alternate from Denver to Cheyenne via Gill, Colo., and INT Gill 003° and Cheyenne 131° radials; Chadron, including an E alternate from Cheyenne to Chadron via Scottsbluff, Nebr.

V-90 From Litchfield, Mich., via INT Litchfield 081° and Windsor, Ont., Canada, 265° radials; Windsor; INT Windsor 083° and Dunkirk, N. Y., 266° radials; Dunkirk, including a N alternate from INT Windsor 083° and Dunkirk 266° radials to Dunkirk via Aylmer, Ont. The airspace within Canada is excluded.

V-91 From Riverhead, N. Y., INT Riverhead 344° 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. Eustache, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-92 From Joliet, Ill., Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; Mansfield, Ohio; Briggs, Ohio; Bellaire, Ohio; INT Bellaire 107° and Grantsville 285° radials; Grantsville; Front Royal, Va.

V-93 From Patuxent River, Md., INT Patuxent 013° and Baltimore, Md., 122° radials; Baltimore; Lancaster, Pa.; Wilkes-Barre, Pa.; Lake Henry, Pa.; Pawling, N. Y.; Chester, Mass.; Keene, N. H.; Concord, N. H.; INT Concord 041° and Augusta, Maine, 239° radials; Augusta; Bangor, Maine; Princeton, Maine; INT Princeton 057° radial and the United States/Canadian border.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-94 From Gila Bend, Ariz., Casa Grande, Ariz.; 55 miles, 74 miles, 95 MSL, San Simon, Ariz.; Deming, N. Mex.; Newman, Tex., including a S alternate via INT Deming 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.; INT Tuscola, 084° and Britton, Tex., 264° radials; Britton; Gregg County, Tex.; Elm Grove, La.; Monroe, La. The airspace within R-5103A is excluded.

AMENDMENTS 7/23/70 35 F. R. 7857 (Changed)

V-95 From Gila Bend, Ariz., INT Gila Bend 096° and Phoenix, Ariz., 204° radials; Phoenix; 49 miles, 40 miles, 95 MSL, Winslow, Ariz., including a W alternate from Phoenix, INT Phoenix 004° and Winslow 224° radials; 52 miles, 95 MSL, Winslow; 66 miles, 39 miles, 125 MSL, Farmington, N. Mex. From Gunnison, Colo., 15 miles, 125 MSL, 12 miles, 145 MSL, 22 miles, 157 MSL, 23 miles, 135 MSL, 9 miles, 128 MSL, Kiowa, Colo.

V-96 From Indianapolis, Ind., Kokomo, Ind.; Fort Wayne, Ind.; Waterville, Ohio; Windsor, Ontario, Canada, excluding the portion within Canada.

V-97 From Miami, Fla., La Belle, Fla.; St. Petersburg, Fla.; Tallahassee, Fla., including an east alternate from INT LaBelle 313° and Lakeland, Fla., 175° radials to INT St. Petersburg 331° and Lakeland 307° radials via Lakeland and from INT of St. Petersburg 331° and Cross City, Fla., 201° radials to Tallahassee, via Cross City and also a west alternate from St. Petersburg to INT St. Petersburg 331° and Cross City 201° radials via INT St. Petersburg 316° and Cross City 201° radials; Albany, Ga.; Atlanta, Ga., including an east alternate via INT Albany 013° and Rex, Ga., 174° radials and the INT of Rex 174° and Atlanta 147° radials; INT Atlanta 007° and Knoxville, Tenn., 198° radials; Knoxville, including an E alternate from Atlanta to Knoxville via Norcross Ga., and Harris, Ga.; London, Ky., including an E alternate via INT Knoxville 013° and London 141° radials; Lexington, Ky.; Cincinnati, Ohio, including a W alternate via INT Lexington 327° and Cincinnati 192° radials, and also an E alternate from London to Cincinnati via INT London 004° and Lexington 107° radials and Falmouth, Ky.; Shelbyville, Ind., INT Shelbyville 313° and Lafayette, Ind., 136° radials; Lafayette, including a W alternate from Shelbyville to Lafayette via Indianapolis, Ind., and INT Indianapolis 344° and Shelbyville 313° radials and INT Shelbyville 313° and Lafayette 136° radials; Chicago Heights, Ill.; Joliet, Ill., INT Joliet 008° and Naperville, Ill., 340° radials; INT Naperville 340° and Janesville, Wis., 111° radials; Janesville; INT Janesville 294° and Lone Rock, Wis., 147° radials; Lone Rock; Nodine, Minn.; Minneapolis, Minn. The airspace below 2,000 feet MSL outside the United States is excluded.

V-98 From INT Litchfield, Mich., 126° and Carleton, Mich., 249° radials; Carleton; Windsor, Ont., Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; Waseena, N. Y.; St. Jean, Quebec, Canada. The airspace within Canada is excluded.

V-99 From Bridgeport, Conn.; to Hartford, Conn.

AMENDMENTS 4/2/70 34 F. R. 20419 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-100 From Medicine Bow, Wyo., Scottsbluff, Nebr.; Alliance, Nebr.; Ainsworth, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; Northbrook, Ill.; INT Northbrook 093° and Keeler, Mich., 271° radials; Keeler; Litchfield, Mich.; Carleton, Mich.

V-101 From 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 323° and Pocatello, Idaho, 286° radials.

AMENDMENTS 7/23/70 35 F. R. 8212 (Changed)

V-102 From Salt Flat, Tex., via Carlsbad, N. Mex.; Hobbs, N. Mex.; Lubbock, Tex.; Guthrie, Tex.; Wichita Falls, Tex., including a S alternate via INT Guthrie 103° and Wichita Falls 247° radials.

V-103 From Greensboro, N. C., Roanoke, Va.; Elkins, W. Va.; Clarksburg, W. Va.; Bellaire, Ohio; INT Bellaire 327° and Akron, Ohio, 181° radials; Akron, Ohio; INT Akron 312° and Windsor, Ontario, Canada, 134° radials; INT Windsor 134° and Salem, Mich., 117° radials; Salem. The airspace within Canada is excluded.

V-104 From Ottawa, Ontario, Canada, INT Ottawa 095° and Massena, N. Y., 330° radials; Massena; Plattsburgh, N. Y. The airspace within Canada is excluded.

V-105 From Tucson, Ariz., INT Tucson 273° and Casa Grande, Ariz., 158° radials; Casa Grande; Phoenix, Ariz.; Prescott, Ariz.; 25 miles, 22 miles, 85 MSL, Boulder City, Nev.; Las Vegas, Nev., including an E alternate from Prescott, 25 miles, 85 MSL INT Prescott 319° and Peach Springs, Ariz., 134° radials, 8 miles, 85 MSL, Peach Springs, INT Peach Springs 305° and Las Vegas 081° radials, to Las Vegas; INT Las Vegas 266° and Beatty, Nev., 142° radials; 17 miles, 105 MSL Beatty; 105 MSL Coaldale, Nev.; 82 miles 110 MSL, to Reno, Nev., including an east alternate from Coaldale, 110 MSL via Mina, Nev., 110 MSL INT Mina 300° and Reno 135° radials, Reno.

V-106 From Johnstown, Pa.; INT Johnstown 068° and Selinsgrove, Pa., 259° radials; Selinsgrove; INT Selinsgrove 067° and Wilkes-Barre, Pa., 237° radials; Wilkes-Barre; Lake Henry, Pa.; Pawling, N. Y.; Westfield, Mass; Gardner, Mass.; Manchester, N. H.; Kennebunk, Maine.

V-107 From Los Angeles, Calif., INT Los Angeles 061° and Santa Monica, Calif., 093° radials; Santa Monica; INT Santa Monica 276° and Fillmore, Calif., 163° radials; Fillmore, including a W alternate from Los Angeles to Fillmore via INT Los Angeles 291° and Fillmore 163° radials, and Ventura, Calif.; Avenal, Calif.; Los Banos, Calif.; Oakland, Calif., including an E alternate via INT Los Banos 317° and Oakland 110° radials; Point Reyes, Calif.; INT Point Reyes 306° and Ukiah, Calif., 172° radials. The airspace within R-2519 more than 3 statute miles W of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 1/8/70 34 F. R. 17330 (Changed)

V-108 From San Francisco, Calif., INT San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; INT Sausalito 052° and Linden, Calif., 269° radials; Linden. From Colorado Springs, Colo.; Hugo, Colo., including a south alternate via INT Colorado Springs 153° and Hugo 250° radials; 74 miles, 65 MSL, Goodland, Kans.; Hill City, Kans.

V-109 From Los Banos, Calif., Stockton, Calif.; INT Stockton 268° and Oakland, Calif., 077° radials; Oakland.

V-110 From Deming, N. Mex., Truth or Consequences, N. Mex.

V-111 From Big Sur, Calif., Salinas, Calif.; INT Salinas 026° and Los Banos, Calif., 317° radials.

AMENDMENTS 5/28/70 35 F. R. 6006 (Rewritten)

V-112 From Astoria, Oreg., 44 miles; 15 miles, 6-mile wide, Portland, Oreg.; The Dalles, Oreg.; INT of The Dalles 101° and Pendleton, Oreg., 254° radials; Pendleton; 53 miles, 28 miles, 45 MSL, Spokane, Wash., including a W alternate from Pendleton via Pasco, Wash., 35 miles, 35 MSL INT Pasco 035° and Spokane 221° radials; 6 miles 35 MSL, to Spokane, and an east alternate from Pendleton via INT Pendleton 090° and Walla Walla, Wash., 215° radials, Walla Walla, 22 miles, 48 miles, 45 MSL, to Spokane, excluding the airspace between the main and west and east alternates; 47 miles, 105 MSL Kimberley, British Columbia, Canada, excluding the portion within Canada.

V-113 From San Luis Obispo, Calif., Paso Robles, Calif.; Priest, Calif.; Los Banos, Calif.; Stockton, Calif.; Linden, Calif.; INT Linden 046° and Reno, Nev. 208° radials; Reno; 42 miles, 24 miles, 115 MSL, 95 MSL Sod House, Nev.; 67 miles, 95 MSL, 85 MSL Rome, Oreg.; 61 miles, 85 MSL, to Boise, Idaho.

V-114 From Amarillo, Tex., via Childress, Tex., including a S alternate; Wichita Falls, Tex., including a S alternate via INT Childress 120° and Wichita Falls 262° radials; INT Wichita Falls 122° and Dallas, Tex., 299° radials; Dallas; INT Dallas 113° and Gregg County, Tex., 290° radials; Gregg County, including a N alternate from Dallas to Gregg County via Quitman, Tex., and also a S alternate via INT Dallas 130 and Gregg County 273° radials; Alexandria, La., including a north alternate from Gregg County to Alexandria via Shreveport, La., and INT Shreveport 176° and Alexandria 302° radials; Baton Rouge, La.; New Orleans, La., including a north alternate from Alexandria to New Orleans via INT Alexandria 109° and New Orleans 312° radials.

V-115 From Crestview, Fla., INT Crestview 001° and Montgomery, Ala., 204° radials; Montgomery; INT Montgomery 308° and Birmingham, Ala., 180° radials; 7 miles wide (4 miles E and 3 miles W and within 4.5° of centerline) Birmingham; Chattanooga, Tenn., including a E alternate via INT Birmingham 037° 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.

V-116 From Kansas City, Mo., Macon, Mo.; Quincy, Ill.; Peoria, Ill.; Joliet, Ill.; Naperville, Ill.; Keeler, Mich., including a south alternate via INT Naperville 089° and Keeler 234° radials; Jackson, Mich.; INT Jackson 084° and Salem, Mich., 254° radials; Salem; Windsor, Ontario, Canada; INT Windsor 100° and Erie, Pa., 275° radials; Erie; Bradford, Pa.; Stonyfork, Pa.; Lake Henry, Pa.; INT Lake Henry 109° and Deer Park, N. Y., 296° radials; Deer Park. The airspace within Canada is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
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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.

V-121 From Medford, Oreg., INT Medford 352° and Roseburg, Oreg., 127° radials; Roseburg; North Bend, Oreg.; Eugene, Oreg.; INT Eugene 070° and Redmond, Oreg., 281° radials; Redmond.

V-122 From Crescent City, Calif., Medford, Oreg.; 22 miles, 75 MSL INT Medford 117° and Klamath Falls, Oreg., 282° True radials; 6 miles, 75 MSL Klamath Falls; 21 miles, 90 MSL Lakeview, Oreg.

V-123 From Washington, D. C., INT Baltimore, Md., 223° and Kenton, Del., 262° radials; INT Kenton 262° and Woodstown, N. J., 230° radials; Woodstown; INT Woodstown 043° and Robbinsville, N. J., 239° radials; Robbinsville; LaGuardia, N. Y.; INT LaGuardia 034° and Carmel, N. Y., 188° radials; Carmel.
AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
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V-124 From Dallas, Tex., Paris, Tex.; Hot Springs, Ark.; Little Rock, Ark.; Memphis, Tenn.
AMENDMENTS 12/10/70 35 F. R. 14542 (Changed)

V-125 From Anthony, Kans., Hutchinson, Kans.

V-126 From Chicago Heights, Ill., Goshen, Ind.; Waterville, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Lake Henry, Pa.; Huguenot, N. Y.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
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V-127 From Bradford, Ill., Polo, Ill.; Rockford, Ill.

V-128 From Chicago-O'Hare, Ill., INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; Peotone; INT Peotone 152° and Indianapolis, Ind., 312° radials; Indianapolis; INT Indianapolis 137° and Cincinnati, Ohio, 290° radials; Cincinnati; York, Ky., including a S alternate via INT Cincinnati 120° and York 271° radials; Charleston, W. Va.; Casanova, Va.

V-129 From Capital, Ill., Peoria, Ill.; Cordova, Ill.; Dubuque, Iowa; Waukon, Iowa; Nodine, Minn.; Eau Claire, Wis.; 15 miles, 73 miles, 35 MSL Duluth, Minn.; Hibbing, Minn., including an E alternate; 24 miles, 47 miles, 30 MSL, International Falls, Minn., including a W alternate from Hibbing, 24 miles 30 MSL INT Hibbing 325° and International Falls 182° radials, 25 miles, 30 MSL, to International Falls; INT International Falls 335° radial and the United States/Canadian border.

AMENDMENTS 8/18/70 35 F. R. 13118 (Changed)

V-130 From Albany, N. Y., Hartford, Conn.; Norwich, Conn.; INT Norwich 090° radial and Providence, R. I., ILS localizer S course.

V-131 From McAlester, Okla., via Okmulgee, Okla.; Tulsa, Okla.; Chanute, Kans.; Topeka, Kans.

V-132 From Cheyenne, Wyo.; Akron, Colo.; 17 miles, 49 miles, 59 MSL, Goodland, Kans.; 50 miles, 97 miles, 65 MSL, Hutchinson, Kans.; INT Hutchinson 078° and Chanute, Kans., 294° radials; Chanute; INT Chanute 100° and Springfield, Mo., 276° radials; Springfield; INT Springfield 058° and Forney, Mo., 266°; Forney; INT Forney 086° and Maples, Mo., 052° radials, excluding that portion within R-4501A.

V-133 From Fort Mill, S. C., Hickory, N. C.; Charleston, W. Va.; Zanesville, Ohio; Tiverton, Ohio; Mansfield, Ohio; Sandusky, Ohio; INT Sandusky 342° and Salem, Mich., 139° radials; Salem; Flint, Mich.; Saginaw, Mich.; Traverse City, Mich., Escanaba, Mich.; Marquette, Mich.; Houghton, Mich.; 10 miles, 26 MSL Thunder Bay, Ontario, Canada. The airspace within Canada is excluded.

AMENDMENTS 2/26/70 35 F. R. 3659 (Changed); 5/28/70 35 F. R. 6006 (Changed)

V-134 From Fairfield, Utah, via Price, Utah; to Grand Junction, Colo.

AMENDMENTS 11/12/70 35 F. R. 14693 (Added)

V-135 From Yuma, Ariz., Blythe, Calif.; Parker, Calif.; 5 miles, 24 miles, 55 MSL, Needles, Calif.; Goffs, Calif.; 84 miles, 105 MSL Beatty, Nev.; 105 MSL INT Beatty 326° and Tonopah, Nev., 198° radials; to Tonopah. The airspace within R-4807 is excluded.

V-136 From Pulaski, Va., INT Pulaski 094° and South Boston, Va., 295° radials; South Boston; Raleigh-Durham, N. C.

V-137 From Imperial, Calif., INT Imperial 350° and Thermal, Calif., 122° radials; Thermal; Palm Springs, Calif.; Palmdale, Calif.; Gorman, Calif.; Avenal, Calif.; Priest, Calif.; Salinas, Calif. The airspace within R-2521 is excluded.

V-138 From Riverton, Wyo., 35 mi. 80 mi. 107 MSL, 16 mi. 85 MSL, via Medicine Bow; Cheyenne, Wyo., including a N alternate via INT Medicine Bow 106° and Cheyenne 330° radials; Sidney, Nebr. From Grand Island, Nebr., 1200 feet AGL INT of Grand Island 099° and Lincoln, Nebr., 267° true radials; 1,200 feet AGL Lincoln; 1,200 feet AGL INT of Lincoln 040° and Neola, Iowa, 253° true radials; Neola to Fort Dodge, Iowa.

V-139 From Wilmington, N. C., New Bern, N. C.; Cofield, N. C.; INT Cofield 077° and Norfolk, Va., 209° radials; Norfolk; Cape Charles, Va.; Snow Hill, Md.; Sea Isle, N. J.; INT Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; INT Hampton 059° and Providence, R. I., 212° radials; Providence; 6 miles wide, Whitman, Mass., including an E alternate; INT Whitman 041° and Manchester, N. H., 130° radials; INT Manchester 130° and Boston, Mass., 015° radials; INT Manchester 117° and Boston 015° radials. The airspace below 2,000 feet MSL outside the United States, the airspace below 3,000 feet MSL between the Kennedy, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.

AMENDMENTS 4/30/70 35 F. R. 3109 (Changed)

V-140 From Amarillo, Tex., via Sayre, Okla., including a N alternate via INT Amarillo 072° and Sayre 288° radials; Kingfisher, Okla.; INT Kingfisher 072° and Tulsa, Okla., 261° radials; Tulsa; Fayetteville, Ark., including a N alternate via INT Tulsa 059° and Fayetteville 284° radials; Harrison, Ark., Walnut Ridge, Ark.; Dyersburg, Tenn.; Nashville, Tenn., Livingston, Tenn., including a S alternate; London, Ky., including a N alternate from Nashville to London via INT Nashville 044° and London 258° radials; Whitesburg, Ky., Bluefield, W. Va.; INT of Bluefield 071° and Montebello, Va., 250° radials; Montebello; Casanova, Va.; Herndon, Va.; INT Herndon 061° and Modena, Pa., 234° radials; Modena.

V-141 From Nantucket, Mass., Hyannis, Mass.; Boston, Mass.; INT Boston 015° and Manchester, N. H. 117° radials; Manchester; Concord, N. H.; Lebanon, N. H., including an east alternate via INT Concord 022° and Lebanon 103° radials; Burlington, Vt.; Massena, N. Y.

V-143 From Fort Mill, S. C., Greensboro, N. C.; Lynchburg, Va.; Montebello, Va.; Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa., including a north alternate via INT Martinsburg 044° and Lancaster 256° radials; Pottstown, Pa.; Yardley, Pa.

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V-144 From Chicago-O'Hare, Ill., INT Chicago-O'Hare 153° and Peotone, Ill., 003° radials; Peotone; Fort Wayne, Ind.; Findlay, Ohio; INT Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Linden, Va.; INT Linden 104° and Herndon, Va., 185° radials.

V-145 From Utica, N. Y., INT Utica 303° and Watertown, N. Y., 171° radials; Watertown; INT Watertown 358° radial and the United States/Canadian border.

V-146 From Pawling, N. Y., Putnam, Conn.; Providence, R. I.; Martha's Vineyard, Mass.; Nantucket, Mass.

V-147 From INT New Castle, Del., 058° and Pottstown, Pa., 143° radials; Pottstown; East Texas, Pa.; Wilkes-Barre, Pa.; Elmira, N. Y.; Geneseo, N. Y.; Rochester, N. Y.

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V-148 From Denver, Colo.; INT Denver 174° and Kiowa, Colo., 273° radials; Kiowa; Thurman, Colo.; 65 MSL INT Thurman 067° and Hayes Center, Nebr., 246° radials; Hayes Center, Nebr.; North Platte, Nebr.; 21 miles, 84 miles 49 MSL, O'Neill, Nebr.; 10 miles, 62 miles, 35 MSL, Sioux Falls, S. Dak.; 29 miles, 46 miles, 31 MSL, Redwood Falls, Minn., including a south alternate from Sioux Falls 29 miles, 49 miles, 31 MSL, Redwood Falls; Minneapolis, Minn.

AMENDMENTS 5/28/70 35 F. R. 5398 (Changed)

V-149 From INT Allentown, Pa. 147° and Solberg, N. J., 227° radials; Allentown, Pa.; Lake Henry, Pa.

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AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Corr: 35 F. R. 4291; Eff. date changed 4/30/70 35 F.R. 5465;
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-150 From San Francisco, Calif., INT San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; Sacramento, Calif.

V-151 From Providence, R. I., Gardner, Mass.; Keene, N. H.; Lebanon, N. H., including a W alternate via INT Keene 336° and Lebanon 214° radials; Montpelier, Vt.; Burlington, Vt.

V-152 From St. Petersburg, Fla., Orlando, Fla., including a N alternate via INT St. Petersburg 040° and Orlando 258° radials, and also a S alternate via Lakeland, Fla.; Dayton Beach, Fla., including a S alternate via INT Orlando 049° and Daytona Beach 161° radials.

V-153 From INT Sparta, N. J., 194° and Stillwater, N. J., 110° radials; Stillwater; Lake Henry, Pa.; Hancock, N. Y.; Georgetown, N. Y.; Syracuse, N. Y.

AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Corr: 35 F. R. 4291; Eff. date changed 4/30/70 35 F.R. 5465 Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-154 From Macon, Ga.; Dublin, Ga.; Savannah, Ga.

V-155 From Augusta, Ga., Chesterfield, S. C.; Pinehurst, N. C.; Raleigh-Durham, N. C.; Lawrenceville, Va.; INT Lawrenceville 034° and Flat Rock, Va.; 171° radials; Flat Rock; Gordonsville, Va.; Linden, Va.; Front Royal, Va. The airspace within R-6602 is excluded.

V-156 From Moline, Ill., Bradford, Ill.; Peotone, Ill.; INT Peotone 098° and Knox, Ind.; 238° radials; Knox; South Bend, Ind.

V-157 From Key West, Fla., Miami, Fla.; La Belle, Fla., including a W alternate from INT Miami 222° and Fort Myers, Fla., 137° radials to La Belle via INT Fort Myers 137° and La Belle 162° radials; Lakeland, Fla.; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Waycross, Ga.; Alma, Ga.; Allendale, S. C.; Vance, S. C.; Florence, S. C. From Kinston, N. C., Rocky Mount, N. C.; Lawrenceville, Va.; Richmond, Va.; INT Brooke, Va., 132° and Washington, D. C., 189° radials; 6-mile wide Washington; Baltimore, Md.; INT Baltimore 038° and New Castle, Del., 261° radials; New Castle; Robbinsville, N. J.; Colts Neck, N. J.; Kingston, N. Y. The airspace within R-4001, R-6602, R-6612 is excluded.

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V-158 From Waterloo, Iowa, Dubuque, Iowa; Polo, Ill. The airspace within R-3302 is excluded.

V-159 From Miami, Fla., INT Miami 343° and Palm Beach, Fla., 222° radials; Palm Beach; INT Palm Beach 321° and Vero Beach, Fla., 178° radials; Vero Beach; Orlando, Fla., including an E alternate via INT Vero Beach 341° and Orlando 123° radials; Ocala, Fla., including a W alternate via INT Orlando 283° and Ocala 156° radials; Gainesville, Fla.; Greenville, Fla., including a W alternate from Ocala to Greenville via Cross City, Fla.; Albany, Ga.; Eufaula, Ala.; Tuskegee, Ala.; Birmingham, Ala.; INT Birmingham 298° and Hamilton, Ala., 122° radials; Hamilton; Holly Springs, Miss., including an east alternate from Birmingham to Holly Springs via INT Birmingham 313° and Holly Springs 099° radials; Memphis, Tenn., including a west alternate from Hamilton to Memphis via INT Hamilton 273° and Memphis 136° radials; Walnut Ridge, Ark.; Dogwood, Mo.; Springfield, Mo.; Blue Springs, Mo.; Kansas City, Mo.; St. Joseph, Mo.; INT St. Joseph 343° and Neola, Iowa, 157° radials; INT Neola 157° and Omaha, Nebr., 112° radials; Omaha; Sioux City, Iowa, including a west alternate via INT Omaha 320° and Sioux City 174° radials; Yankton, S. Dak.; Mitchell, S. Dak.

V-160 From Denver, Colo.; INT Denver 045° and Sidney, Nebr., 230° radials; Sidney.

V-161 From Greater Southwest, Tex., via INT Greater Southwest 318° and Ardmore, Okla., 192° radials; Ardmore; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; Butler, Mo.; Blue Springs, Mo.; INT Blue Springs 016° and Lamoni, Iowa, 174° radials; Lamoni; Des Moines, Iowa; Newton, Iowa; Waterloo, Iowa, including a W alternate from Des Moines to Waterloo via INT Des Moines 023° and Waterloo 241° radials; Rochester, Minn.; INT Rochester 365° and Minneapolis, Minn., 116° radials; Minneapolis; 14 miles, 52 miles, 25 MSL, Brainerd, Minn.; Grand Rapids, Minn.; 15 miles, 59 miles 30 MSL, International Falls, Minn.; to Winnipeg, Manitoba, Canada, excluding the portion within Canada.

V-162 From INT Clarksburg, W. Va., 135° and Elkins, W. Va., 092° radials; Clarksburg. From Harrisburg, Pa., East Texas, Pa., including a S alternate via INT Harrisburg 087° and East Texas 225° radials; Allentown, Pa. The airspace within R-5802 is excluded.

V-163 From Brownsville, Tex., INT Brownsville 356° and Corpus Christi 181° radials; Corpus Christi, including a west alternate from Brownsville to INT Brownsville 356° and Corpus Christi 181° radials via Harlingen, Tex.; Three Rivers, Tex., including a west alternate via INT Corpus Christi 296° and Three Rivers 165° radials; INT Three Rivers 345° and San Antonio 168° radials; San Antonio, including a west alternate; INT San Antonio 002° and Lometa, Tex., 173° radials; Lometa, including a W alternate from San Antonio to Lometa via INT San Antonio 334° and Llano, Tex., 180° radials and Llano; Mineral Wells, Tex.; Bridgeport, Tex.; Ardmore, Okla.; INT Ardmore 342° and Oklahoma City, Okla., 154° radials; Oklahoma City, including a W alternate via INT Ardmore 327° and Oklahoma City 180° radials and also an E alternate via INT Ardmore 006° and Oklahoma City 107° radials. The airspace within Mexico is excluded.

V-164 From Buffalo, N. Y., Wellsville, N. Y.; Stonyfork, Pa.; Williamsport, Pa.; INT Williamsport 129° and East Texas, Pa., 315° radials; East Texas.

V-165 From San Diego, Calif., INT San Diego 270° and Oceanside, Calif., 177° radials; Oceanside; 24 miles, 6 miles wide, Seal Beach, Calif.; 6 miles wide, INT Seal Beach 287° and Los Angeles, Calif., 138° radials; Los Angeles; INT Los Angeles 357° and Lake Hughes, Calif., 154° radials; Lake Hughes; INT Lake Hughes 344° and Bakersfield, Calif., 137° radials; Bakersfield; Porterville, Calif.; INT Porterville 339° and Fresno, Calif., 140° radials; Fresno; 68 miles, 50 miles, 131 MSL, Reno, Nev.; 40 miles, 7 miles, 115 MSL, 87 miles, 135 MSL, Lakeview, Oreg.; 5 miles, 72 miles, 90 MSL, Redmond, Oreg.; 16 miles, 19 miles, 95 MSL, 24 miles, 75 MSL, 12 miles, 65 MSL, Newberg, Oreg.; 32 miles, 45 MSL INT Newberg 355° and Olympia, Wash., 195° radials; Olympia; INT Olympia 010° and Seattle, Wash., 249° radials; Seattle.

V-166 From Parkersburg, W. Va., Clarksburg, W. Va.; Kessel, W. Va.; Martinsburg, W. Va.; Westminster, Md.; New Castle, Del.; Woodstown, N. J.; Sea Isle, N. J.

V-167 From 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. The airspace below 2,000 feet MSL outside the United States is excluded.

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V-169 From Tobe, Colo., 69 MSL Hugo, Colo.; 38 miles, 67 MSL, Thurman, Colo.; Akron, Colo.; Sidney, Nebr.; Scottsbluff, Nebr.; Chadron, Nebr.; Rapid City, S. Dak.; Dupree, S. Dak.; Bismarck, N. Dak. The airspace within R-4701 is excluded.

V-170 From Aberdeen, S. Dak., Sioux Falls, S. Dak.; Worthington, Minn.; Fairmont, Minn.; Mankato, Minn.; Farmington, Minn. From Nodine, Minn., Dells, Wis.; INT Dells 097° and Milwaukee, Wis., 307° radials; Milwaukee; INT Milwaukee 102° and Pullman, Mich., 303° radials; Pullman; Salem, Mich. From Erie, Pa., Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Ravine, Pa.; INT Ravine 125° and Modena, Pa., 318° radials; Modena. The airspace within R-5802 is excluded.

V-171 From Louisville, Ky., Lewis, Ind., including an E alternate from Louisville to Lewis via INT Louisville 312° and Bloomington 153° radials, and Bloomington; Danville, Ill.; Pontone, Ill.; Joliet, Ill.; Rockford, Ill.; Lone Rock, Wis.; Nodine, Minn.; INT Nodine 298° and Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; 6 miles, 51 miles, 27 MSL, Alexandria, Minn.; INT Alexandria 321° and Grand Forks, N. Dak., 152° radials; Grand Forks.

AMENDMENTS 3/5/70 35 F. R. 356 (Changed)

V-172 From Denver, Colo., INT Denver 061° and Hayes Center, Nebr., 276° radials; INT Hayes Center 276° and North Platte, Nebr. 245° radials; North Platte; INT North Platte 073° and Wolbach, Nebr., 266° radials; Wolbach; Neola, Iowa; Newton, Iowa; Cedar Rapids, Iowa; Polo, Ill.; Chicago-O'Hare, Ill.; INT Chicago-O'Hare 091° and South Bend, Ind., 290° radials; South Bend.

V-173 From Capital, Ill., Roberts, Ill.; INT Roberts 008° and Joliet, Ill., 067° radials; Kedzie, Ill., RBN.

V-174 From York, Ky., Henderson, W. Va.; Elkins, W. Va.; Linden, Va.; INT Linden 104° and Herndon, Va., 185° radials.

V-175 From Malden, Mo.; Vichy, Mo.; Hallsville, Mo., including a west alternate via INT Vichy 321° and Hallsville 183° radials; Macon, Mo.; Kirksville, Mo.; Des Moines, Iowa; Sioux City, Iowa; Worthington, Minn.; Redwood Falls, Minn.

AMENDMENTS 7/23/70 35 F. R. 7553 (Changed)

V-176 From Pontiac, Mich., to INT Pontiac 100° and Windsor, Ontario, Canada, 057° radials, excluding the portion within Canada.

V-177 From Naperville, Ill., Janesville, Wis.; Madison, Wis.; Stevens Point, Wis., including a west alternate via Dells, Wis.; Wausau, Wis., 32 miles, 99 miles, 55 MSL, Duluth, Minn.

V-178 From Vichy, Mo.; Farmington, Mo.; Paducah, Ky., including a south alternate; Central City, Ky.; New Hope, Ky.; Lexington, Ky.; Bluefield, W. Va.

V-180 From San Antonio, Tex., via Eagle Lake, Tex.; Galveston, Tex.

V-181 From Kirksville, Mo., Lamoni, Iowa; Omaha, Nebr.; Norfolk, Nebr.; Yankton, S. Dak.; Sioux Falls, S. Dak., including a W alternate via INT Yankton 016° and Sioux Falls 230° radials; Watertown, S. Dak., including an east alternate; 34 miles, 24 miles, 34 MSL, Fargo, N. Dak., 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 356° radial and the United States/Canadian border.

AMENDMENTS 3/5/70 35 F. R. 356 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11682 (Changed)

V-182 From Portland, Oreg., The Dalles, Oreg.; Baker, Oreg.

V-183 From Santa Barbara, Calif., Bakersfield, Calif.

V-184 From Erie, Pa., Tidioute, Pa.; INT Tidioute 154° and Philipsburg, Pa., 296° radials; Philipsburg; Harrisburg, Pa.; INT Harrisburg 132° and Modena, Pa., 274° radials; Modena; INT Modena 120° radial and Philadelphia, Pa., International Airport ILS localizer 256° course; Woodstown, N. J.; Millville, N. J.; Atlantic City, N. J.

V-185 From Savannah, Ga.; Augusta, Ga.; Greenwood, S. C.; Sugarloaf Mountain, N. C.; Snowbird, Tenn.; INT Snowbird 301° and Knoxville, Tenn., 069° radials; Knoxville, including an E alternate from Sugarloaf Mountain to Knoxville via INT Sugarloaf Mountain 329° and Knoxville 069° radials. The airspace within R-6004 is excluded.

AMENDMENTS 4/2/70 35 F. R. 2726 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 4/30/70 35 F. R. 4257 (Changed)

V-186 From Fillmore, Calif., Van Nuys, Calif.; Ontario, Calif.

V-187 From Albuquerque, N. Mex., via Farmington, N. Mex.; 50 miles, 62 miles 115 MSL, Grand Junction, Colo., including a west alternate from Farmington, Cortez, Colo., Dove Creek, Colo., 17 miles, 28 miles 115 MSL, to Grand Junction, excluding the airspace between the main and west alternate; 75 miles, 50 miles, 112 MSL, Rock Springs, Wyo., including a west alternate from Grand Junction 45 miles 103 MSL, 14 miles 85 MSL, Vernal, Utah, 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, 91 MSL; via Cody, Wyo., Billings, excluding the airspace between the main and this west alternate; 40 miles, 75 MSL INT Billings 317° and Great Falls, Mont., 122° radials; Great Falls; Missoula, Mont.

AMENDMENTS 7/23/70 35 F. R. 8212 (Changed)

V-188 From Carleton, Mich., Jefferson, Ohio; Tidioute, Pa.; Slate Run, Pa.; Williamsport, Pa.; Wilkes-Barre, Pa. The airspace within Canada is excluded.

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Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-189 From Rocky Mount, N. C., Franklin, Va.; Hopewell, Va.

V-190 From Phoenix, Ariz., 54 miles, 19 miles, 95 MSL, 59 miles, 115 MSL, St. Johns, Ariz.; Albuquerque, N. Mex., including a south alternate via INT St. Johns 092° and Albuquerque 238° radials; Las Vegas, N. Mex.; 19 mi., 72 mi. 90 MSL, Dalhart, Tex.; 14 mi., 36 mi. 60 MSL, Gage, Okla.; INT Gage 059° and Ponca City, Okla., 280° radials; Ponca City; INT Ponca City 094° and Bartlesville, Okla., 256° radials; Bartlesville; INT Bartlesville 075° and Oswego, Kans., 233° radials; Oswego; INT Oswego 085° and Springfield, Mo., 261° radials; Springfield; Maples, Mo.; Farmington, Mo., Marion, Ill.; Evansville, Ind.

V-191 From Troy, Ill.; Decatur, Ill.; Roberts, Ill.; INT of Roberts 008° and Joliet, Ill., direct radial to Kedzie, Ill., RBN; Northbrook, Ill.;
INT of Northbrook 078° and Chicago, Ill., 019° radials; INT of Chicago 019° and Milwaukee, Wis., 121° radials; Milwaukee; Oshkosh, Wis.; Stevens Point, Wis.; Wausau, Wis.; Rhinelander, Wis., including an E alternate from Oshkosh direct to Rhinelander; Ironwood, Mich.; Duluth, Minn.

AMENDMENTS 12/10/70 35 F. R. 15983 (Changed)

V-192 From Champaign, Ill.; Terre Haute, Ind.

AMENDMENTS 2/5/70 34 F. R. 19969 (Added)

V-193 From INT Pullman, Mich., 243° and South Bend, Ind., 310° radials; Pullman; INT Pullman 029° and White Cloud, Mich., 168° radials; White Cloud; Traverse City, Mich., including a W alternate via Manistee, Mich.; Pellston, Mich.; INT Pellston 003° and Sault Ste. Marie, Mich., 214° radials; Sault Ste. Marie.

V-194 From Lafayette, La., via Baton Rouge, La.; McComb, Miss.; INT McComb 055° and Meridian, Miss., 221° radials; Meridian. From Norcross, Ga., INT Norcross 055° and Anderson, S. C., 267° radials; Anderson; INT Anderson 065° and Charlotte, N. C., 240° radials; Charlotte; Liberty, N. C.; Raleigh-Durham, N. C.; Rocky Mount, N. C.; Cofield, N. C.; Norfolk, Va., INT Norfolk 001° and Harcum, Va., 075° radials; INT Harcum 075° and Snow Hill 211° radials.

V-195 From Oakland, Calif., INT Oakland 004° and Williams, Calif., 191° radials; Williams; INT Williams 002° and Red Bluff, Calif., 158° radials; Red Bluff; Fortuna, Calif.

V-196 From Utica, N. Y., Saranac Lake, N. Y.; Plattsburgh, N. Y.

V-197 From Ontario, Calif.; Pomona, Calif.; Palmdale, Calif.; INT Palmdale 314° and Bakersfield, Calif., 137° radials; Bakersfield, excluding the airspace more than 3 miles northeast of the centerline from Palmdale to 30 miles northwest.

Corr: 35 F. R. 146

V-198 From San Simon, Ariz., Columbus, N. Mex.; El Paso, Tex., 6 mi. wide, INT El Paso 112° and Hudspeth, Tex., 281° radials; 6 mi. wide, Hudspeth; 29 mi., 38 mi. 82 MSL, INT Hudspeth 109° and Fort Stockton, Tex., 284° radials; 18 mi. 82 MSL, Fort Stockton; 20 mi., 116 mi. 55 MSL, Junction, Tex.; San Antonio, Tex.; Eagle Lake, Tex.; Houston, Tex.; INT Houston 090° and Sabine Pass, Tex., 265° radials; Sabine Pass, including a north alternate from Eagle Lake to Sabine Pass via Humble, Tex.; White Lake, La.; Tibby, La.; Harvey, La., 69 miles, 33 miles 25 MSL, Brookley; 6 miles wide Navy Saufley, Fla.; 6 miles wide INT
Navy Saufley 047° and Crestview, Fla., 251° radials; 6 miles wide Crestview; Marianna, Fla.; Tallahassee, Fla.; Greenville, Fla.; 18 miles, 6 miles wide, Taylor, Fla.; Jacksonville, Fla.

AMENDMENTS 9/17/70 35 F. R. 11231 (Changed)
AMENDMENTS 1/7/71 35 F. R. 17535 (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, Kremmling, Colo.; 9 miles, 130 MSL, 29 miles, 144 MSL, 11 miles, 127 MSL, Denver, Colo.

AMENDMENTS 5/28/70 35 F. R. 6491 (Changed)

V-201 From INT Los Angeles, Calif., 207° and Long Beach, Calif., 250° radials; Los Angeles; Palmdale, Calif. The portion outside the United States has no upper limit.

V-202 From Cochise, Ariz., via San Simon, Ariz.; Silver City, N. Mex.; Truth or Consequences, N. Mex.

V-203 From Norwich, Conn., Chester, Mass.; INT Chester 293° and Albany, N. Y., 139° radials; Albany; Saranac Lake, N. Y.; Massena, N. Y.; St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-204 From Hoquiam, Wash., Olympia, Wash.; INT Olympia 114° and Yakima, Wash., 271° radials; Yakima.

V-205 From Sparta, N. J.; INT Sparta 023° and Pawling, N. Y., 238° radials; Pawling; INT Pawling 076° and Boston, Mass., 251° radials; to Boston.

AMENDMENTS 4/2/70 34 F. R. 20419 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-206 From Blue Springs, Mo., INT Blue Springs 056° and Kirksville, Mo., 225° radials; Kirksville.

V-207 From Denver, Colo., Gill, Colo.; Scottsbluff, Nebr.

V-208 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) INT Los Angeles 185° and Santa Catalina, Calif., 355° radials; 7 miles wide (3 miles E and 4 miles W of centerline) Santa Catalina; Oceanside, Calif.; Julian, Calif.; Thermal, Calif. Twentynine Palms, Calif.; 20 miles, 24 miles 73 MSL, Needles, Calif.; Peach Springs, Ariz. From Myton, Utah, 79 MSL, via Vernal, Utah, 25 miles, 105 MSL, Cherokee, Wyo. The airspace within R-2503 and the airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.
AMENDMENTS 7/23/70 35 F. R. 7553 (Changed); Corr: 35 F. R. 11467

V-209 From Mobile, Ala., INT Mobile 356° and Hattiesburg, Miss., 080° radials; 10 mi.; 6 mi. wide Kewanee, Miss.; 7 mi. wide (4 mi. on N, 3 mi. on S and within 4.5° of centerline) Brookwood, Ala.; Birmingham, Ala.; Decatur, Ala., including an E alternate via INT Birmingham 013° and Decatur 130° radials, and a W alternate via INT Birmingham 335° and Decatur 205° radials; Graham, Tenn.; INT Graham 006° and Bowling Green, Ky., 230° radials; to Bowling Green.

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. From Indianapolis, Ind., Muncie, Ind.; Rosewood, Ohio; Tiverton, Ohio; Briggs, Ohio; INT Briggs 044° and Akron, Ohio, 088° radials; INT Akron 088° and Youngstown, Ohio, 116° radials; INT Youngstown 116° and Clarion, Pa., 222° radials; Revloc, Pa.; INT Revloc 096° and Harrisburg, Pa., 289° radials; Harrisburg; Lancaster, Pa.; INT Lancaster 095° and Pottstown, Pa., 143° radials.
AMENDMENTS 2/5/70 34 F. R. 19464 (Changed); 3/5/70 35 F. R. 146 (Changed)

V-211 From INT Alamosa, Colo., 232° and Durango, Colo., 110° radials via Durango; INT of Durango 286° and Cortez, Colo., 115° radials; Cortez, Colo., excluding the airspace below 1,200 feet above the surface.

V-212 From San Antonio, Tex., via INT San Antonio 089° and Industry, Tex., 233° radials; Industry; Navasota, Tex.; Lufkin, Tex.; Alexandria, La.; McComb, Miss.

V-213 From Myrtle Beach, S. C., INT Myrtle Beach 031° and Rocky Mount, N. C., 191° radials; Rocky Mount; Hopewell, Va.; INT Hopewell 019° and Brooke, Va., 132° radials; Patuxent River, Md.; Kenton, Del.; Woodstown, N. J.; INT Woodstown 043° and Robbinsville, N. J. 239° radials; Robbinsville.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-214 From Richmond, Ind., INT Richmond 090° and Rosewood, Ohio, 202° radials. From INT Appleton, Ohio, 236° and Zanesville, Ohio, 274° radials; Zanesville; Bellaire, Ohio; INT Bellaire, 108° and Indian Head, Pa., 254° radials; Indian Head; Martinsburg, W. Va.

V-215 From INT Muskegon, Mich., 208° and Pullman, Mich., 259° radials; Muskegon; White Cloud, Mich.

V-216 From Lamar, Colo., Hill City, Kans.; Mankato, Kans.; Pawnee City, Nebr.; Lamoni, Iowa; Ottumwa, Iowa; Iowa City, Iowa; 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.

AMENDMENTS 3/5/70 35 F. R. 355 (Changed)
AMENDMENTS 10/15/70 35 F. R. 12327 (Changed)

V-217 From Chicago-O'Hare, Ill., INT Chicago-O'Hare 019° and Milwaukee, Wis., 137° radials; INT Milwaukee 137° radial and Milwaukee (General Mitchell Field) ILS front course; Milwaukee (General Mitchell Field) ILS localizer; INT Milwaukee (General Mitchell Field) ILS localizer back course and Green Bay, Wis., 165° radial; Green Bay; 32 miles, 39 miles, 31 MSL, Rhinelander, Wis.; 24 miles, 80 miles, 55 MSL, Duluth, Minn.

V-218 From Fairmont, Minn., Rochester, Minn.; Waukon, Iowa; Rockford, Ill.; INT Rockford 136° and Naperville, Ill., 290° radials; Naperville; Keeler, Mich.; Lansing, Mich.; Pontiac, Mich.; to INT Pontiac 112° and Windsor, Ont., Canada, 320° radials.

V-219 From Hayes Center, Nebr., INT Hayes Center 059° and Wolbach, Nebr., 251° radials; Wolbach; Norfolk, Nebr.; Sioux City, Iowa; Fairmont, Minn.; Mankato, Minn.; Farmington, Minn.

V-220 From Kremmling, Colo., 12 miles, 130 MSL, 32 miles, 147 MSL, 8 miles, 115 MSL INT Kremmling 081° and Denver, Colo., 334° radials; Akron, Colo., INT Akron 094° and McCook, Nebr., 264° radials; McCook; INT McCook 072° and Grand Island, Nebr., 241° radials; Kearney, Nebr.; Hastings, Nebr.; Columbus, Nebr.

V-221 From Fort Wayne, Ind., via Litchfield, Mich.; Jackson, Mich.; INT Jackson 084° and Salem, Mich. 254° radials; Salem; INT Salem 083° and Erie, Pa., 290° radials; Erie. The airspace within Canada is excluded.

V-222 From El Paso, Tex., via Salt Flat, Tex.; Fort Stockton, Tex.; 20 miles, 116 miles, 55 MSL, Junction, Tex.; INT Junction 112° and San Antonio, Tex., 334° radials; San Antoio; INT San Antonio 074° and Industry, Tex., 264° radials; Industry; INT Industry 085° and Humble, Tex., 274° radials; Humble; Beaumont, Tex.; Lake Charles, La., including a north alternate from Humble to Lake Charles via Daisetta, Tex.; McComb, Miss.; Hattiesburg, Miss.; Monroeville, Ala. From Norcross, Ga., INT Norcross 010° and Toccoa, Ga., 230° radials; Toccoa; Sugarloaf Mountain, N. C.; Hickory, N. C.; Lynchburg, Va.; INT Lynchburg 058° and Brooke, Va., 230° radials; Brooke; INT Brooke 045° and Richmond, Va., 009° radials.

AMENDMENTS 4/30/70 35 F. R. 4257 (Changed)

V-223 From Flat Rock, Va., INT Brooke, Va., 300° and Herndon, Va., 202° radials; Herndon; Harrisburg, Pa.

V-225 From Key West, Fla., 30 miles, 72 miles, 17 AGL, Fort Myers, Fla., including an E alternate from Key West, 30 miles, 77 miles 17 AGL to Fort Myers; La Belle, Fla.; Vero Beach, Fla. The portion of V-225 E alternate outside the United States has no upper limit.

V-226 From INT Franklin, Pa., 175° and Clarion, Pa., 222° radials; Clarion, Pa.; Keating, Pa.; Williamsport, Pa., Wilkes-Barre, Pa.; Stillwater, N. J.; INT Stillwater 110° and Sparta, N. J., 194° radials.

V-227 From Lafayette, Ind., Roberts, Ill.; Pontiac, Ill.; INT Pontiac 338° and Rockford, Ill., 172° radials; Rockford.

V-228 From Northbrook, Ill., South Bend, Ind., including a N alternate via INT Northbrook 093° and South Bend 310° radials.

V-229 From Kennedy, N. Y.; Madison, Conn.; Hartford, Conn.; INT Hartford 044° and Gardner, Mass., 150° radials; Gardner.

AMENDMENTS 4/2/70 34 F. R. 20419 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051
AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-230 From INT Big Sur, Calif., 325° and Salinas, Calif., 281° radials; Salinas; Los Banos, Calif.; Fresno, Calif.; Friant, Calif. The portion outside the United States has no upper limit.

V-231 From Missoula, Mont., INT Missoula 354° and Kalispell, Mont., 180° radials; Kalispell.

V-232 From INT of Waterville, Ohio, 013° and Sandusky, Ohio, 296° radials, Sandusky; INT Sandusky 061° and Chardon, Ohio, 281° radials; Chardon; Franklin, Pa.; Keating, Pa.; Milton, Pa.; Kennedy, N. Y.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-233 From Roberts, Ill., Knox, Ind.; Goshen, Ind.; Litchfield, Mich.; Lansing, Mich.; Mount Pleasant, Mich.; to Traverse City, Mich.

AMENDMENTS 12/10/70 35 F. R. 15982 (Rewritten)

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.

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, to Casper, Wyo.

AMENDMENTS 5/28/70 35 F. R. 6491 (Changed)

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.

V-239 From Forney, Mo., INT Forney 358° and Hallsville, Mo., 183° radials; Hallsville.

V-240 From New Orleans, La., via INT New Orleans 085° and Harvey, La., 065° radials; INT Brookley, Ala., 246° and Mobile, Ala., 224° radials; to Mobile.

AMENDMENTS 9/17/70 35 F. R. 11231 (Rewritten)

V-241 From Crestview, Fla., INT Crestview 076° and Dothan, Ala., 232° radials; Dothan; Eufaula, Ala.; Columbus, Ga., including a W alternate from Dothan to Columbus via INT Dothan 002° and Columbus 219° radials; INT Columbus 086° and Atlanta, Ga., 198° radials; Atlanta, including a W alternate via INT Columbus 019° and Atlanta 233° radials, and also an E alternate via INT Columbus 086° and Atlanta 198° radials, INT of Columbus 041° and Atlanta 198° radials and INT of Columbus 041° and Atlanta 175° radials.

V-242 From Mobile, Ala., Brookley, Ala.

V-243 From Jacksonville, Fla., INT Jacksonville 319° and Waycross, Ga., 126° radials; Waycross, including a W alternate via INT Jacksonville 304° and Waycross 149° radials; Vienna, Ga., including an E alternate via Alma, Ga., and INT Alma 320° and Vienna 104° radials; Atlanta, Ga., including an E alternate from INT Vienna 328° and Macon, Ga., 208° radials, to INT Vienna 328° and Macon 297° radials via Macon; INT Atlanta 347° and Chattanooga, Tenn., 152° radials; Chattanooga; Bowling Green, Ky.; Lewis, Ind.

V-244 From Oakland, Calif., INT Oakland 077° and Stockton, Calif., 268° radials; Stockton, including a S alternate INT Oakland 110° and Stockton 246° radials; 76 miles, 51 miles 145 MSL, Coaldale, Nev.; Tonopah, Nev.; 40 miles 115 MSL Wilson Creek, Nev.; 28 miles 115 MSL, Milford, Utah, Hanksville, Utah; 63 miles, 13 miles 140 MSL, 36 miles 115 MSL, Montrose, Colo.; Gunnison, Colo.; 33 miles, 122 MSL, 27 miles, 155 MSL, Pueblo, Colo.; 18 miles, 48 miles, 60 MSL, Lamar, Colo.; 20 miles, 116 miles 65 MSL, Hays, Kans.; Salina, Kans. The airspace within R-2531 is excluded.

V-245 From Alexandria, La., via Natchez, Miss.; Jackson, Miss.; Columbus, Miss., excluding the airspace at and above 8,000 feet MSL from Jackson to Columbus.

V-246 From Nodine, Minn., INT Nodine 055° and Stevens Point, Wis., 255° radials; to Stevens Point.

V-247 From Douglas, Wyo., 90 miles 75 MSL, to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., Avenal, Calif.; Bakersfield, Calif.

V-249 From Sparta, N. J., INT Sparta, N. J., 023° and DeLancey, N. Y., 131° radials; DeLancey; Utica, N. Y.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-250 From O'Neill, Nebr.; Yankton, S. Dak.; Worthington, Minn.; Mankato, Minn.

AMENDMENTS 7/23/70 35 F. R. 7553 (Added)

V-251 From Decatur, Ill., via Champaign, Ill.; Danville, Ill.; Lafayette, Ind.

AMENDMENTS 2/5/70 34 F. R. 19969 (Added); 7/23/70 35 F. R. 7694 (Changed)
AMENDMENTS 12/10/70 35 F. R. 15983 (Changed)

V-252 From Buffalo, N. Y., Geneseo, N. Y.; Binghamton, N. Y.; Huguenot, N. Y.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

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.

AMENDMENTS 5/28/70 35 F. R. 6491 (Changed)

V-255 From Garden City, Kans., to Hays, Kansas.

AMENDMENTS 4/30/70 35 F. R. 2953 (Added)

V-257 From Pheonix, Ariz., Prescott, Ariz.; INT Prescott 003° and Grand Canyon, Ariz., 211° radials; Grand Canyon; 7 miles, 71 miles 125 MSL, Bryce Canyon, Utah; INT Bryce Canyon 338° and Delta, Utah, 186° radials, Delta; 39 miles, 105 MSL INT Delta 004° and Malad City, Idaho, 179° radials; 20 miles, 118 MSL, Malad City; Pocatello, Idaho; DuBois, Idaho; Dillon, Mont.; Butte, Mont.; 22 miles, 85 MSL INT Butte 002° and Helena, Mont., 272° radials; INT Helena 272° and Great Falls, Mont., 222° radials; Great Falls; 73 miles, 56 MSL, Havre, Mont. The airspace within R-6401 and R-6403 is excluded.

V-258 From Charleston, W. Va., Beckley, W. Va.; INT Beckley 125° and Roanoke, Va., 288° radials; Roanoke; INT Roanoke 145° and Danville, Va., 320° radials; Danville.

V-259 From Fort Mill, S. C., Holston Mountain, Tenn.

V-260 From Charleston, W. Va., Rainelle, W. Va.; Roanoke, Va., Lynchburg, Va.; Flat Rock, Va.; Richmond, Va.; Hopewell, Va.; INT Hopewell 128° and Norfolk, Va., 296° radials; Norfolk,

V-262 Fort Peoria, Ill., Bradford, Ill.; Joliet, Ill.; Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., Tobe, Colo., 54 miles, 69 MSL, Lamar, Colo.; 17 miles, 63 MSL Hugo, Colo.; INT Hugo 327° and Gill, Colo., 157° radials; Gill. From Pierre, S. Dak., Aberdeen, S. Dak.

V-264 From Los Angeles, Calif., INT Los Angeles 061° and Pomona, Calif., 269° radials; 6 miles wide, Pomona; Twentynine Palms, Calif., including a S alternate from Los Angeles to Twentynine Palms via Ontario, Calif., and Palm Springs, Calif.; 17 miles, 28 miles 55 MSL, Parker, Calif.; 35 miles, 60 miles 95 MSL, Prescott, Ariz.; 50 miles, 98 miles 115 MSL, St. Johns, Ariz.; 55 miles, 25 miles, 115 MSL, Socorro, N. Mex.; Corona, N. Mex.; 15 miles, 35 miles 105 MSL, Tucumcari, N. Mex.

V-265 From INT Nottingham, Md., 271° and Westminster, Md., 179° radials; Westminster; INT Westminster 346° and Harrisburg, Pa., 196° radials; Harrisburg; Phillipsburg, Pa.; Keating, N. Y.; Bradford, Pa.; Jamestown, N. Y.; Dunkirk, N. Y.

V-266 From Hickory, N. C., South Boston, Va.; Lawrenceville, Va.; Franklin, Va.; INT Franklin 087° and Norfolk Va., 226° radials; Norfolk.

V-267 From Biscayne Bay, Fla., Miami, Fla.; INT of Miami 343° and Pahokee, Fla., 169° radials; Pahokee; Orlando, Fla.; including an east alternate from Miami to Orlando via Palm Beach, Fla., and INT Palm Beach 321° and Orlando 162° radials; Jacksonville, Fla., including an E alternate from Orlando to INT Dayton Beach, Fla., 308° and Jacksonville 174° radials via Daytona Beach; INT Jacksonville 334° and Dublin, Ga., 137° radials; Dublin; Norcross, Ga.; Harris, Ga.; Knoxville, Tenn.

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 airpace below 2,000 feet MSL outside the United States is excluded.

V-269 From Ely, Nev., 125 MSL to INT Ely 007° and Bonneville, Utah, 272° radials. From Wells, Nev., Twin Falls, Idaho; Burley, Idaho; Pocatello, Idaho.

V-270 From Erie, Pa., Jamestown, N. Y.; Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; DeLancey, N. Y.; Chester, Mass.

V-271 From Muskegon, Mich., to Manistee, Mich.

AMENDMENTS 10/15/70 35 F. R. 12836 (Added)

V-272 From Dalhart, Tex., via Borger, Tex.; Sayre, Okla.; Oklahoma City, Okla., including a N alternate via INT Sayre 070° and Oklahoma City 282° radials and also a S alternate via INT Sayre 101° and Oklahoma City 242° radials; INT Oklahoma City 107° and McAlester, Okla., 292° radials; McAlester.

V-273 From INT Sparta, N. J., 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.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-274 From Pullman, Mich., Grand Rapids, Mich.; Saginaw, Mich.

V-275 From Cincinnati, Ohio, INT Cincinnati 006° and Dayton, Ohio, 207° radials; Dayton, including a W alternate from Cincinnati to Dayton via INT Cincinnati 336° and Richmond, Ind., 190° radials, and Richmond; INT Dayton 011° and Salem, Mich., 197° radials; Salem.

V-276 From Clarion, Pa.; Tyrone, Pa.; INT Tyrone 096° and Ravine, Pa., 279° radials; Ravine; Yardley, Pa.; Robbinsville, N. J.; INT Robbinsville 112° and Sea Isle, N. J., 050° radials. The airspace below 2,000 feet MSL outisde the United States is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-277 From Rosewood, Ohio, Fort Wayne, Ind.; Keeler, Mich.

V-278 From Texico, N. Mex., via Plainview, Tex.; Guthrie, Tex.; Bridgeport, Tex.; Dallas, Tex.; Paris, Tex.; Texarkana, Ark.; Monticello, Ark.; Greenwood, Miss.; Columbus, Miss.; Birmingham, Ala., including a S alternate from Columbus to Birmingham via INT Columbus 082° and Tuscaloosa, Ala., 304° radials, and Tuscaloosa, excluding the airspace between the main and this alternate airway.

V-279 From the Columbus, Ohio, RBN, INT Findlay, Ohio, 146° and Rosewood, Ohio, 045° radials; 7 miles wide (4 miles northeast and 3 miles southwest of the centerline) to Findlay.

AMENDMENTS 11/12/70 35 F. R. 14693 (Changed)

V-280 From El Paso, Texas, INT El Paso 069° and Pinon, N. Mex., 219° radials; Pinon; Roswell, N. Mex.; INT Roswell 063° and Texico, N. Mex., 216° radials; Texico, including a south alternate via INT Roswell 080° and Texico 216° radials; INT Texico 021° and Amarillo, Tex., 252° radials; Amarillo; Gage, Okla.; INT Gage 025° and Hutchinson, Kans., 234° radials; Hutchinson;
INT Hutchinson 062° and Topeka, Kans., 236° radials; Topeka; INT Topeka 064° and Kansas City, Mo., 274° radials; Kansas City.

AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

V-282 From Saranac Lake, N. Y.; St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-285 From Indianapolis, Ind., Kokomo, Ind.; Goshen, Ind.; South Bend, Ind.; Kalamazoo, Mich.; INT Kalamazoo 014° and Grand Rapids, Mich., 167° radials; Grand Rapids; White Cloud, Mich.

V-286 From Linden, Va., Casanova, Va.; INT Herndon, Va., 202° and Brooke, Va., 300° radials; Brooke; Cape Charles, Va.

V-287 From Medford, Oreg., North Bend, Oreg.; Newberg, Oreg., including a west alternate from North Bend to Newberg via Newport, Oreg., 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 Seattle, Wash., 329° radials; INT Seattle 329° and Port Angeles, Wash., 090° radials; Port Angeles, Neah Bay, Wash., RBN. The airspace within Canada is excluded.

AMENDMENTS 9/17/70 35 F. R. 11682 (Changed)
AMENDMENTS 1/7/71 35 F. R. 17536 (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; INT Lufkin 355° and Gregg County, Tex., 181° radials; Gregg County; Texarkana, Ark.; Fort Smith, Ark.; Harrison, Mo.; Dogwood, Mo.; INT Dogwood 026° and Vichy, Mo., 239° radials; to Vichy.

V-290 From Rainelle, W. Va., Montebello, Va.; Flat Rock, Va. From Franklin, Va., Elizabeth City, N. C.

V-291 From Albuquerque, N. Mex.; Gallup, N. Mex., including a north alternate via INT Albuquerque 303° and Gallup 089° radials; Winslow, Ariz.; Flagstaff, Ariz.; including a N alternate from Winslow to Flagstaff via INT Winslow 292° and Flagstaff 063° radials.

V-292 From Sparta, N. J.; INT Sparta 082° and Carmel, N. Y., 232° radials; Carmel; Hartford, Conn.; Putnam, Conn.; INT Putnam 043° and Boston, Mass., 251° radials; Boston.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051
AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-293 From Mormon Mesa, Nev., 30 miles, 95 MSL INT Cedar City, Utah, 294° and Milford, Utah 213° radials; 8 miles, 95 MSL, 108 MSL Wilson Creek, Nev.; 5 miles, 108 MSL, 37 miles, 115 MSL, Ely, Nev.; 125 MSL Elko, Nev.; 28 miles, 57 miles, 99 MSL, Twin Falls, Idaho; 37 miles, 33 miles, 87 MSL, 76 miles, 113 MSL, 99 MSL McCall, Idaho.

V-294 From Des Moines, Iowa, INT Des Moines 086° and Cedar Rapids, Iowa, 238° radials; Cedar Rapids; Cordova, Ill.

V-295 From Biscayne Bay, Fla., INT Biscayne Bay 021° and Vero Beach, Fla., 143° radials; Vero Beach, INT Vero Beach, 296° and Orlando, Fla., 162° radials; Orlando; INT Orlando 283° and Cross City, Fla., 150° radials; Cross City. The portion outside the United States has no upper limit.

V-296 From Sugarloaf Mountain, N. C., Fort Mill, S. C.; 27 MSL INT Fort Mill 093° and Fayetteville, N. C. 237° radials; 27 MSL Fayetteville.

AMENDMENTS 4/30/70 35 F. R. 4257 (Changed)

V-297 From Johnstown, Pa.; 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; Carleton; INT Carleton 334° and Saginaw, Mich., 182° radials; Saginaw; INT
Saginaw 353° and Pellston, Mich., 164° radials; Pellston. The airspace within Canada is excluded.

AMENDMENTS 5/28/70 35 F. R. 6006 (Changed)

V-298 From Yakima, Wash., INT Yakima 129° and Pasco, Wash., 276° radials; Pasco; Pendleton, Oreg., 74 miles, 43 miles 115 MSL, 99 MSL via McCall, Idaho; 41 mi. 99 MSL, 89 mi. 145 MSL, Dubois, Idaho; 68 mi., 130 MSL Dunoir, Wyo.; 62 miles 135 MSL, Boysen Reservoir, Wyo.; 9 miles, 34 miles 105 MSL, Casper, Wyo., including a south alternate from Dunoir 43 miles 130 MSL, 15 miles 110 MSL, via Riverton, Wyo., 19 miles, 48 miles 77 MSL, to Casper, excluding the airspace between the main and this south alternate. The airspace within R-6715 is excluded.
NOTE: Delete exclusion on next change.

V-299 From Los Angeles, Calif., INT Los Angeles 291° and Fillmore, Calif., 163° radials; Fillmore; Gorman, Calif. The portion outside the United States has no upper limit.

V-300 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. From Thunder Bay, Ontario, Canada, Sault Ste. Marie, Mich.; Wiarton, Ontario, Canada, including a N alternate. From Sherbrooke, Quebec, Canada, 86 miles 52 MSL, Millincoket, Maine; Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.

AMENDMENTS 2/26/70 35 F. R. 3659 (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.

V-306 From Austin, Tex., via Navasota, Tex.; Daisetta, Tex.; Lake Charles, La., including a south alternate from Daisetta to Lake Charles via Beaumont.

V-307 From Chanute, Kans., Emporia, Kans., INT of Emporia 336° and Pawnee City, Nebr., 193° radials; 35 MSL Pawnee City.

V-308 From INT Linden, Va., 273° and Casanova, Va., 284° radials, Casanova; INT Casanova 076° and Nottingham, Md., 271° radials; Nottingham; Sea Isle, N. J.; INT Sea Isle 050° and Hampton, N. Y. 223° radials; Hampton; INT Hampton 059° and Norwich, Conn., 177° radials; Norwich; Putnam, Conn.; INT Putnam 043° and Boston, Mass., 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.

AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

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; Rocky Mount, N. C.; Elizabeth City, N. C.

AMENDMENTS 4/2/70 35 F. R. 1103 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

V-311 From Norcross, Ga., INT Norcross 055° and Anderson, S. C., 267° radials; Anderson; Greenwood; S. C.; Columbia, S. C.

V-312 From Coyle, N. J.; INT Coyle 090° and Sea Isle, N. J., 050° radials. The airspace within R-5002 and below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 4/2/70 34 F. R. 20419 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-313 From Malden, Mo., Cape Girardeau, Mo.; Centralia, Ill.; Decatur, Ill.; Pontiac, Ill.

V-314 From Quebec, Province of Quebec, Canada, 99 miles 55 MSL, Millinocket, Maine; Princeton, Maine; St. John, New Brunswick, Canada. The airspace within Canada is excluded.

V-315 From Paris, Tex., Page, Okla.

V-316 From Ironwood, Mich.; Marquette, Mich.; 15 miles, 100 miles 40 MSL, Sault Ste. Marie, Mich.; Sudbury, Ontario, Canada. The airspace within Canada is excluded.

AMENDMENTS 2/26/70 35 F. R. 3659 (Changed)
AMENDMENTS 12/10/70 35 F. R. 15982 (Changed)

V-318 From Quebec, Province of Quebec, Canada, 81 miles 65 MSL, 26 miles 85 MSL, Houlton, Maine. The airspace within Canada is excluded.

V-319 From Boysen Reservoir, Wyo., Worland, Wyo.; Cody, Wyo.

V-320 From Peck, Mich., Toronto, Ont., Canada. The airspace within Canada is excluded.

V-321 From Atlanta, Ga., INT Atlanta 264° and Gadsden Ala., 130° radials; Gadsden; INT Gadsden 333° and Huntsville, Ala., 149° radials; Huntsville.

V-322 From Concord, N. H., INT Concord, 022° and Berlin, N. H., 161° radials; Berlin, N. H.; Sherbrooke, Quebec, Canada. The airspace within Canada is excluded.

V-325 From Gadsden, Ala., Muscle Shoals, Ala., including an E alternate via INT Gadsden 318° and Decatur, Ala., 130° radials, and Decatur.

V-326 From Fillmore, Calif., INT Fillmore 163° and Van Nuys, Calif., 270° radials; Van Nuys.

V-327 From Phoenix, Ariz., via INT of Phoenix 004° and Flagstaff, Ariz., 187° radials; Flagstaff.

V-328 From Dubois, Idaho, Jackson, Wyo.; Big Piney, Wyo.; 53 miles 95 MSL, Rock Springs, Wyo.

V-329 From INT Crestview, Fla., 091° and Eglin, Fla., 003° radials, INT Eglin 003° and Montgomery, Ala., 188° radials; Montgomery.

V-330 From INT Boise, Idaho, 130° and Mountain Home, Idaho, 084° radials; INT Mountain Home 034° and Burley, Idaho, 323° radials. From Idaho Falls, Idaho, Jackson, Wyo.

V-331 From Whitesburg, Ky., Newcombe, Ky.

V-333 From Hinch Mountain, Tenn., Lexington, Ky.

AMENDMENTS 4/30/70 35 F. R. 4256 (Changed)

V-334 From San Jose, Calif., INT San Jose 026° and Sacramento, Calif., 192° 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; INT Windsor 335° and Saginaw, Mich., 131° radials; Saginaw; Mount Pleasant Mich.; White Cloud, Mich., excluding the portion within Canada.

AMENDMENTS 6/25/70 35 F. R. 7051 (Changed)
AMENDMENTS 10/15/70 35 F. R. 12327 (Changed)

V-339 From Whitesburg, Ky., Falmouth, Ky.

V-341 From Cedar Rapids, Iowa, Dubuque, Iowa; Madison, Wis.; INT Madison 042° and Oshkosh, Wis., 203° 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-345 From Dells, Wis., INT Dells 321° and Eau Claire, Wis., 134° radials; to Eau Calire.

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-371 From Lafayette, Ind., to Knox, Ind.

AMENDMENTS 7/23/70 35 F. R. 7694 (Added)

V-420 From Green Bay, Wis., Traverse City, Mich.

V-421 From Zuni, N. Mex., via Gallup, N. Mex.; Farmington, N. Mex.; Durango, Colo.; Gunnison, Colo.

V-422 From Chicago Heights, Ill., INT Chicago Heights 117° and Knox, Ind., 276° radials; Knox; Wolflake, Ind.; INT Wolflake 096° and Findlay, Ohio, 289° radials; Findlay.

V-423 From Williamsport, Pa., Binghamton, N. Y.; Ithaca, N. Y.; INT Ithaca 357° and Syracuse, N. Y., 210° radials; Syracuse.

V-424 From Blue Springs, Mo., INT Blue Springs 078° and Macon, Mo., 236° radials; Macon.

V-425 From Brookley, Ala., INT Brookley 357° and Mobile, Ala., 048° radials.

V-426 From St. Louis, Mo., to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

V-428 From Elmira, N. Y., Ithaca, N. Y.; Georgetown, N. Y.; Utica, N. Y.

V-429 From Cape Girardeau, Mo., Marion, Ill.; INT Marion 011° and Bible Grove, Ill., 207° radials; Biblo Grove; Mattoon, Ill.; Champaign, Ill.; Roberts, Ill.; Joliet, Ill.; INT Joliet 008° and Naperville, Ill., 340° radials; INT Naperville 340° and Milwaukee, Wis., 198° radials; Milwaukee.

V-430 From Cut Bank, Mont., 10 miles, 74 miles 55 MSL, Havre, Mont.; 14 miles, 100 miles 50 MSL, Glasgow, Mont.; INT Glasgow 100° and Williston, N. Dak., 263° radials, 22 miles, 33 miles 55 MSL, Williston; Minot, N. Dak.; 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.; Escanaba, Mich. From Traverse City, Mich.; Gaylord, Mich.; Alpena, Mich.

AMENDMENTS 10/15/70 35 F. R. 12837 (Changed)

V-431 From Boston, Mass., INT Boston 015° and Gardner, Mass., 097° radials; Gardner, Keene, N. H., Glens Falls, N. Y.; INT Glens Falls 286° and Albany, N. Y., 350° radials.

V-432 From Thermal, Calif., Parker, Calif.

V-433 From Washington, D. C., INT Baltimore, Md., 223° and Kenton, Del., 262° radials; INT Kenton 262° and New Castle, Del., 222° radials; New Castle; Yardley, Pa.; INT Yardley 059° and La Guardia, N. Y., 231° radials; La Guardia; INT La Guardia 049° and Bridgeport, Conn., 015° radials; INT Bridgeport 015° and Hartford, Conn., 280° radials.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-434 From Ottumwa, Iowa, Moline, Ill.; Peoria, Ill.; Champaign, Ill.; Indianapolis, Ind.

AMENDMENTS 2/5/70 35 F. R. 19969 (Changed)

V-435 From Rosewood, Ohio, via INT Rosewood 045° and Sandusky, Ohio, 221° radials; to Sandusky.

AMENDMENTS 7/23/70 35 F. R. 7857 (Rewritten)

V-437 From Daytona Beach, Fla., 37 miles, 76 miles 75 MSL, Savannah, Ga.; Charleston, S. C.; Florence, S. C., including an E alternate via INT Charleston 029° and Florence 178° radials.

V-439 From Dickinson, N. Dak., 13 miles, 62 miles, 40 MSL, Williston, N. Dak.

V-441 From St. Petersburg, Fla., INT St. Petersburg 010° and Ocala, Fla., 213° radials; Ocala, including an E alternate via INT St. Petersburg 040° and Ocala 171° radials.

V-442 From Hector, Calif., 12 miles, 38 miles 85 MSL, 14 miles 75 MSL, INT Needles, Calif., 272° and Goffs, Calif., 163° radials; INT Goffs 163° and Parker, Calif., 333° radials; Parker.

V-443 From INT Newcomerstown, Ohio, 099° and Bellaire, Ohio, 044° radials; Newcomerstown, Ohio, Tiverton, Ohio; Cleveland, Ohio, including an E alternate via INT Tiverton 028° and Cleveland 138° radials; INT Cleveland 049° and Aylmer, Ont., Canada, 205° radials; Aylmer. The airspace within Canada is excluded.

AMENDMENTS 8/20/70 35 F. R. 10654 (Changed)

V-445 From La Guardia, N. Y., INT La Guardia 034° and Hartford, Conn., 245° radials.

V-446 From Troy, Ill., INT Troy 099° and Centralia, Ill., 056° radials; Sarsville, Ill.

V-447 From Montpelier, Vt., INT Montpelier 020° and Sherbrooke, Quebec, Canada, 217° radials; Sherbrooke. The airspace within Canada is excluded.

V-448 From Portland, Oreg.; Yakima, Wash., including a south alternate; Moses Lake, Wash.; Spokane, Wash., 45 miles, 21 miles 75 MSL, 20 miles 80 MSL, Kalispell, Mont.

V-449 From Lake Henry, Pa.; DeLancey, N. Y.; Albany, N. Y.

AMENDMENTS 4/2/70 35 F. R. 3109 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
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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.

AMENDMENTS 10/15/70 35 F. R. 12327 (Rewritten)

V-451 From INT Whitman, Mass., 177° and Providence, R. I., 118° radials, Whitman; Boston, Mass.

V-452 From Newport, Oreg., to Eugene, Oreg.

AMENDMENTS 9/17/70 35 F. R. 11682 (Added)

V-454 From Monroeville, Ala., INT Monroeville 073° and Eufaula, Ala., 258° radials; INT Eufaula 258° and Columbus, Ga., 219° radials; Columbus; INT Columbus 019° and Atlanta, Ga., 233° radials; Atlanta; Rex, Ga.; INT Rex 090° and Greenwood, S. C., 240° radials; Greenwood; INT Greenwood 060° and Fort Mill, S. C. 227° radials; Fort Mill; Liberty, N. C.; Lawrenceville, Va.; Hopewell, Va.

V-455 From New Orleans, La., via Picayune, Miss.; Hattiesburg, Miss., including an E alternate from New Orleans to Hattiesburg via INT New Orleans 070° and Gulfport, Miss., 247° radials, Gulfport, INT Gulfport 344° and Hattiesburg 171° radials, and also a W alternate from New Orleans to Hattiesburg via INT New Orleans 357° and Hattiesburg 221° radials; 6 mi. wide, Meridian, including a W alternate via INT Hattiesburg 010° and Meridian 221° radials.

V-458 From Santa Catalina, Calif., via Oceanside, Calif., Julian, Calif.; INT Julian 130° and Imperial, Calif., 272° radials; Imperial; 13 miles, 24 miles, 25 MSL, Yuma, Ariz., excluding the airspace within R-2503 and below 2,000 feet MSL outside the United States. The portion outside the United States has no upper limit.

V-459 From Seal Beach, Calif., Lake Hughes, Calif.; Porterville, Calif., Friant, Calif.; INT Friant 319° and Linden, Calif., 124° radials; Linden.

V-460 From Julian, Calif., INT Julian 055° and Blythe, Calif., 272° radials; Blythe.

V-461 From Gila Bend, Ariz., Buckeye, Ariz.

V-464 From Dunkirk, N. Y., Geneseo, N. Y.

V-465 From Elko, Nev., Wells, Nev.; 12 miles; 30 miles, 115 MSL, 20 miles, 90 MSL, 36 miles, 115 MSL, 24 miles, 95 MSL, Malad City, Idaho; 39 miles, 53 miles 124 MSL, Jackson, Wyo.; Dunoir, Wyo.; 14 miles, 45 miles, 137 MSL, Billings, Mont. From Miles City, Mont., Williston, N. Dak., including an E alternate.

V-467 From INT Kenton, Del., 217° and Sea Isle, N. J., 256° radials; INT Sea Isle 256° and Millville, N. J., 216° radials; Millville, INT Millville 037° and LaGuardia, N. Y., 211° radials; LaGuardia; Hartford, Conn.

AMENDMENTS 4/2/70 34 F. R. 20419 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-469 From Danville, Va., Lynchburg, Va.

V-471 From INT Princeton, Maine, 208° and Bangor, Maine, 132° radials; Bangor; Millinocket, Maine; Houlton, Maine; INT Houlton 085° and the United States/Canadian border.

V-472 From Elizabeth City, N. C., via INT Elizabeth City 243° and Kinston, N. C., 029° radials; Kinston.

V-474 From INT Morgantown, W. Va., 010° and Johnstown, Pa., 260° radials; Indian Head, Pa.; St. Thomas, Pa.; INT St. Thomas 088° and Modena, Pa., 274° radials; Modena; INT Modena 095° and Woodstown, N. J., 043 radials.

V-475 From La Guardia, N. Y.; INT La Guardia 049° and Madison, Conn., 269° radials; Madison; Norwich, Conn.; Providence, R. I.; INT Providence 013° and Boston, Mass., 223° radials; Boston.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051
AMENDMENTS 4/2/70 35 F. R. 3109 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-477 From Houston, Tex., Humble, Tex.; Leona, Tex., including an east alternate from Humble to Leona via INT of Humble 002° and Leona 139° radials, and a west alternate from Houston to Leona via Navasota, Tex.; INT Leona 338° and Dallas, Tex., 170° radials; Dallas, including an E alternate.

V-478 From Falmouth, Ky., Newcombe, Ky.; Beckley, W. Va.

V-479 From Northbrook, Ill., to Milwaukee, Wis.

AMENDMENTS 4/2/70 35 F. R. 1103 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465

V-483 From Carmel, N. Y.; DeLancey, N. Y.; Rockdale, N. Y.; INT Rockdale 325° and Syracuse, N. Y. 100° radials; Syracuse.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R 5465
Eff. date changed to: Upon further notice 35 F. R. 6274 ; Eff. date changed to: 6/25/70 35 F. R. 7051

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., 6 miles wide, INT Ventura 331° and Fellows, Calif., 142° radials; Fellows; Priest, Calif.; INT of Priest 322° and San Jose, Calif., 139° radials; San Jose. The airspace within W-289 and R-2520, the airspace within R-2519 more than 3 statute miles W of the airway centerline and the airspace within R-2519 below 5,000 feet MSL is excluded.

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.

AMENDMENTS 4/2/70 34 F. R. 20419 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

V-490 From Utica, N. Y., Cambridge, N. Y.; Manchester, N. H.; INT Manchester 117° and Boston, Mass., 015° radials.

V-492 From St. Petersburg, Fla., via La Belle, Fla.; Pahokee, Fla., to Palm Beach, Fla., including a south alternate from La Belle to Palm Beach via INT La Belle 113° and Palm Beach 252° radials, and also a north alternate from La Belle to Palm Beach via INT La Belle 043° and Palm Beach 298° radials.

V-493 From Livingston, Tenn., Lexington, Ky.; York, Ky.; Appleton, Ohio; Waterville, Ohio; Carleton, Mich.; INT Carleton 334° and Flint, Mich., 202° radials; Flint.

V-494 From Ukiah, Calif., INT Ukiah 147° and Santa Rosa, Calif., 325° radials; Santa Rosa; Sacramento, Calif.; INT Sacramento 038° and Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen.

V-496 From Utica, N. Y., Glens Falls, N. Y.

V-497 From John Day, Oreg., 49 miles, 65 MSL, The Dalles, Oreg.

V-500 From Portland, Oreg., Newberg, Oreg.; 41 miles, 70 MSL John Day, Oreg.; 30 miles, 71 miles, 105 MSL, Boise, Idaho; 25 miles, 25 miles, 90 MSL, 26 miles, 95 MSL 22 miles, 25 miles, 70 MSL, Pocatello, Idaho.

V-501 From Martinsburg, W. Va., St. Thomas, Pa.; Philipsburg, Pa. From Wellsville, N. Y.; INT Elmira, N. Y., 357° and Geneseo, N. Y., 091° radials.

V-502 From Louisville, Ky., Falmouth, Ky.

V-516 From Liberal, Kans., Anthony, Kans.; Ponca City, Okla.; Oswego, Kans.

V-518 From Fillmore, Calif., INT Fillmore 102° and Ventura, Calif., 061° radials; INT Ventura 061° and Palmdale, Calif., 233° radials; Palmdale.

V-520 From Portland, Oreg., via The Dalles, Oreg.; Pasco, Wash.; Walla Walla, Wash.; to Lewiston, Idaho.

V-524 From Laramie, Wyo., INT Laramie 069° and Scottsbluff, Nebr., 254° radials; Scottsbluff; 18 miles, 93 miles, 54 MSL, North Platte, Nebr.

V-530 From Texico, N. Mex., Childress, Tex.

V-536 From 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 Mullan Pass, Idaho; 5 miles, 34 miles, 95 MSL Kalispell, Mont.; 20 miles, 41 miles, 115 MSL, Great Falls, Mont.

AMENDMENTS 9/17/70 35 F. R. 11682 (Changed)

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.

AMENDMENTS 8/20/70 35 F. R. 12328 (Changed)

§71.125 Alaskan VOR Federal Airways.

V-307 From Sandspit, British Columbia, Canada, Annette Island, Alaska; 42 miles, 99 miles, 55 MSL, Biorka Island, Alaska; Sisters Island, Alaska. The airspace within Canada is excluded.

V-309 From Prince Rupert, British Columbia, Canada RBN, Annette Island, Alaska. The airspace within Canada is excluded.

V-317 From Ethelda Bay, British Columbia, Canada, RBN Annette Island, Alaska, including a west alternate via INT Sandspit, British Columbia, Canada, 039° and Annette Island 167° radials; 42 miles, 52 MSL Level Island, Alaska; Sisters Island, Alaska; INT Sisters Island 272° and Yakutat, Alaska, 139° radials; 86 miles, 20 MSL, Yakutat; Johnstone Point, Alaska; INT Johnstone Point 286° and Anchorage, Alaska 117° radials; Anchorage, including a south alternate via INT Johnstone Point 275° and Anchorage 130° radials. The airspace within Canada is excluded.

V-347 From Fairbanks, Alaska, Chandalar Lake, Alaska, RBN.

AMENDMENTS 10/15/70 35 F. R. 13117 (added)

V-427 From King Salmon, Alaska, 042° 103 miles, 19 miles 135 MSL; INT King Salmon 042° and Anchorage, Alaska, 246° radials; 42 miles 135 MSL, 15 miles 120 MSL, 15 miles 95 MSL, to Anchorage.

AMENDMENTS 12/10/70 35 F. R. 14986 (Added)

V-436 From King Salmon, Alaska, INT King Salmon 068° and Kenai, Alaska, 217° radials; Kenai, including an east alternate from King Salmon to Kenai via INT King Salmon 068° and Kenai 217° radials, and Homer, Alaska; Anchorage, Alaska; Talkeetna, Alaska; Nenana, Alaska; Chandalar Lake, Alaska RBN.

V-438 From Kodiak, Alaska, 27 miles, 24 miles, 35 MSL, 29 miles, 55 MSL, Homer, Alaska, including a west alternate from Kodiak 27 miles, 24 miles, 35 MSL, 33 miles, 55 MSL, to Homer; INT Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; Big Lake, Alaska; Fairbanks, Alaska; 54 miles, 31 miles, 65 MSL, Fort Yukon, Alaska, including an east alternate from Fairbanks 54 miles, 34 miles, 65 MSL, to Fort Yukon.

V-440 From Seattle, Wash., Victoria, British Columbia, Canada. From Sandspit, British Columbia; 83 miles; 115 miles, 35 MSL, Biorka Island, Alaska; 31 miles, 50 miles 48 MSL, 108 miles, 20 MSL, Yakutat, Alaska; 50 miles, 105 miles, 75 MSL, Middleton Island, Alaska; 56 miles, 48 miles, 80 MSL, Anchorage, Alaska, including a south alternate from Middleton Island, 56 miles, 85 MSL INT Middleton Island 298° and Anchorage 163° radials; to Anchorage, excluding the airspace between the main and this south alternate; McGrath, Alaska; 23 miles, 54 miles, 55 MSL, 46 miles, 40 MSL, Unalakleet, Alaska; 52 miles, 51 miles, 25 MSL, Nome, Alaska. The airspace within Canada is excluded.

V-444 From Bettles, Alaska, Fairbanks, Alaska, including a south alternate via INT Bettles 155° and Fairbanks 307° radials; Big Delta, Alaska; Northway, Alaska; Burwash, Yukon Territory, Canada. The airspace within Canada is excluded.

V-452 From Nome, Alaska, Moses Point, Alaska, including a north alternate; 47 miles, 57 miles, 55 MSL, Galena, Alaska; Nenana, Alaska.

V-453 From King Salmon, Alaska, Dillingham, Alaska, including a south alternate; 38 miles, 60 MSL INT Dillingham 308° and Bethel, Alaska, 143° radials; 50 miles, 60 MSL, Bethel.

V-456 From Cold Bay, Alaska, 20 AGL King Salmon, Alaska, 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.

AMENDMENTS 12/10/70 35 F. R. 14986 (Changed)

V-462 From Dillingham, Alaska, 35 miles, 45 MSL, 42 miles 100 MSL, 85 miles 135 MSL, 15 miles 120 MSL, 15 miles 105 MSL, to Anchorage, Alaska.

AMENDMENTS 12/10/70 35 F. R. 14986 (Added)

V-463 From Anchorage, Alaska, INT Anchorage 330° and Big Lake, Alaska, 294° radials.

V-480 From Bethel, Alaska, 105 miles, 89 miles, 55 MSL, McGrath, Alaska, 28 miles, 64 miles, 45 MSL, Nenana, Alaska; Fairbanks, Alaska.

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

V-488 From Galena, Alaska, INT Galena 074° and Tanana, Alaska, 260° radials; Tanana, including a south alternate; Fairbanks, Alaska.

V-498 From McGrath, Alaska, 24 miles, 54 miles, 55 MSL, Galena, Alaska; 68 miles, 88 miles, 55 MSL, Kotzebue, Alaska.

V-504 From Nenana, Alaska, Bettles, Alaska.

V-506 From INT Kodiak, Alaska, 107° radial and northwest boundary Anchorage Oceanic Control Area at latitude 57°28" N., longitude 150°32" W.; 37 miles, 20 MSL, Kodiak; 45 miles, 68 miles, 95 MSL; King Salmon, Alaska; 41 miles, 94 miles, 70 MSL, Bethel, Alaska; 47 miles, 173 miles, 30 MSL, Nome, Alaska; 35 miles, 90 miles, 55 MSL, Kotzebue, Alaska.

V-508 From Middleton Island, Alaska, 56 miles, 58 miles, 85 MSL, Kenai, Alaska.

V-510 From McGrath, Alaska, INT McGrath 123° and Big Lake, Alaska, 294° radials; Big Lake.

§71.127 Hawaiian VOR Federal Airways.

V-1 HAWAII From INT Upolu Point, Hawaii, 093° and Hilo, Hawaii 334° radials, INT Upolu Point 093° and Hilo 013° radials; Hilo.

V-2 HAWAII From South Kauai, Hawaii, Lihue, Hawaii, INT Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; Lanai, Hawaii, including a south alternate; INT Lanai 107° and Upolu Point, Hawaii, 305° radials; Upolu Point; INT Upolu Point 093° and Hilo, Hawaii, 336° radials; Hilo. The airspace within R-3104 is excluded.

AMENDMENTS 1/7/71 35 F. R. 16468 (Changed)

V-3 Hawaii From INT Kamuela, Hawaii, 245° and Upolu Point, Hawaii, 211° radials, Kamuela; INT Kamuela 068° and Hilo, Hawaii, 336° radials.

AMENDMENTS 1/7/71 35 F. R. 16468 (Changed)

V-4 HAWAII From INT Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials, 54 miles, 35 MSL, Koko Head; 15 miles, 25 MSL INT Koko Head 065° and Upolu Point, Hawaii, 002° radials.

V-5 Hawaii From Kona, Hawaii, INT Kona 338° and Maui, Hawaii, 179° radials, including a west alternate via INT Kona 323° and Maui 179° radials.

V-6 HAWAII From INT Molokai, Hawaii, 067° and Maui, Hawaii 331° radials, Maui; INT Maui 080° and Hilo, Hawaii, 336° radials; Hilo.

AMENDMENTS 1/7/71 35 F. R. 16468 (Changed)

V-7 HAWAII From Kona, Hawaii, INT Kona 323° and Lanai, Hawaii, 140° radials; Lanai; Molokai, Hawaii.

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.

AMENDMENTS 10/15/70 35 F. R. 14077 (Rewritten)

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; INT Koko Head 050° and Molokai, Hawaii, 015° radials; to INT Molokai 015° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 1/7/71 35 F. R. 16468 (Changed)

V-14 HAWAII From INT South Kauai, Hawaii, 271° radial and longitude 161°20'00" W.; 50 MSL longitude 159°42'00" W.; South Kauai; INT South Kauai 133° and Koko Head, Hawaii, 254° radials; Koko Head.

V-15 HAWAII From INT South Kauai, Hawaii, 288° radial and longitude 161°15'00" W.; 50 MSL longitude 159°42'00" W.; South Kauai; Honolulu, Hawaii; Koko Head, Hawaii; Molokai, Hawaii, Maui, Hawaii; INT Maui 095° and Hilo, Hawaii, 336° radials; Hilo; to INT Hilo 099° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 1/7/71 35 F. R. 16468 (Changed)

V-16 HAWAII From Honolulu, Hawaii, INT Honolulu 179° and Lanai, Hawaii, 285° radial; Lanai; Upolu Point, Hawaii; INT Upolu Point 108° and Hilo, Hawaii, 013° radials; Hilo.

V-17 HAWAII From INT Lanai, Hawaii, 118° and Maui, Hawaii, 201° radials; Maui.

V-19 HAWAII From Hilo, Hawaii, to INT Hilo 013° and Maui, Hawaii, 086° radials.

AMENDMENTS 1/7/71 35 F. R. 16468 (Rewritten)

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 107° and Hilo, Hawaii, 013° radials; to INT Upolu Point 093° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 1/7/71 35 F. R. 16468 (Rewritten)

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.

AMENDMENTS 1/7/71 35 F. R. 16468 (Changed)

V-23 HAWAII From Upolu Point, Hawaii; INT Upolu Point 277° and Honolulu, Hawaii, 134° radials.

V-24 HAWAII From Lanai, Hawaii; Maui, Hawaii; to INT Maui 086° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 1/7/71 35 F. R. 16468 (Added)

V-25 HAWAII From Hilo, Hawaii, to INT Hilo 356° radial and the Honolulu FIR/Oceanic CTA.

AMENDMENTS 1/7/71 35 F. R. 16468 (Added)

SUBPART D - CONTINENTAL CONTROL AREA

§ 71.151 Restricted areas included.

The airspace of the following restricted areas at or above 14,500 feet MSL and 1500 feet or more above the surface of the earth is continental control area:

R-2102 Fort McClellan, Ala.
R-2104A Huntsville, Ala.
R-2202A Big Delta, Alaska
R-2203A Eagle River, Alaska
R-2203B Eagle River, Alaska
R-2205A Yukon, Alaska
R-2205B Asa P. Gray Missile Range, Alaska 1/7/71 35 F. R. 19104 (Added)
1/7/71 35 F. R. 19104 (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-2402 Fort Chaffee, Ark.
R-2501N Bullion Mountains, Calif. 8/20/70 35 F. R. 12328 (Added)
R-2501C Bullion Mountains, Calif. 8/20/70 35 F. R. 12328 (Added)
R-2501S Bullion Mountains, Calif. 8/20/70 35 F. R. 12328 (Added)
R-2501E Bullion Mountains, Calif. 8/20/70 35 F. R. 12328 (Added)
R-2502 Fort Irwin, Calif.
R-2503 Camp Pendleton, Calif.
R-2505 China Lake, Calif.
R-2507 Chocolate Mountains, Calif.
R-2508 California Complex.
R-2509 Cuddeback Dry Lake, Calif.
R-2510 El Centro, Calif.
R-2512 Holtville, Calif.
R-2513 Hunter-Liggett, Calif.
R-2515 Muroc Lake, Calif.
R-2519 Point Mugu, California
R-2521 Salton Sea, Calif.
R-2524 Trona, Calif.
R-2532 Blythe, Calif.
R-2534A Point Arguello, Calif.
R-2534B Point Arguello, Calif.
R-2601B Fort Carson, Colo.
R-2602 Fort Carson, Colo.
R-2901C Avon Park West, Fla.
R-2902A Cape Kennedy, Fla.
R-2902B Cape Kennedy, Fla.
R-2903B Stevens Lake, Fla.
R-2907 Lake George, Fla.
R-2910 Pinecastle, Fla.
R-2914 Valparaiso, Fla.
R-2915A Eglin AFB, Fla.
R-2915B Eglin AFB, Fla.
R-3004 Fort Gordon, Ga.
R-3005A Fort Stewart, Ga.
R-3005B Fort Stewart, Ga.
R-3202 Sailor Creek, Idaho.
R-3401 Camp Atterbury, Ind.
R-3403 Jefferson Proving Ground, Ind.
R-3601 Brookville, Kansas
R-3602 Manhattan, Kans.
R-3702 Fort Campbell, Ky.
R-3703 Fort Campbell, Ky.
R-3704 Fort Knox, Ky.
R-3801 Camp Claiborne, La.
R-3803 Fort Polk, La.
R-3804A Fort Polk, La.
R-3804C Fort Polk, La.
R-4001 Aberdeen, Md.
R-4005 Patuxent River, Md.
R-4006 Patuxent River, Md.
R-4105 No Man's Land Island, Mass.
R-4201 Camp Grayling, Mich.
R-4207 Upper Lake Huron, Mich.

R-4301	Camp Ripley, Minn.	
R-4305	Lake Superior, Minn.	
R-4401	Camp Shelby, Miss.	
R-4803	Fallon, Nev.	
R-4804	Twin Peaks, Nev.	
R-4806	Las Vegas, Nev.	
R-4810	Desert Mountains, Nevada	
R-4812	Sand Springs, Nev.	
R-4813	Carson Sink, Nev.	
R-5103A	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-5109A	White Sands, N. Mex.	
R-5109B	White Sands, N. Mex.	
R-5111A	Elephant Butte, N. Mex. (East)	
R-5111B	Elephant Butte, N. Mex. (West)	
R-5113	Socorro, N. Mex.	
R-5116A	White Sands Proving Grounds, N. Mex.	7/23/70 35 F. R. 8926 (Added) 9/17/70 35 F. R. 13118 (Added)
R-5311B	Fort Bragg, N. C.	6/25/70 35 F. R. 6704 (Added)
R-5314	Dare County, N. C.	
R-5502	La Carne, Ohio	
R-5503	Wilmington, Ohio	
R-5504	Wilmington, Ohio	
R-5601B	Fort Sill, Okla.	
R-5601C	Fort Sill, Okla.	
R-5701	Boardman, Oreg.	
R-6001	Fort Jackson, S. C.	
R-6302A	Fort Hood, Texas	
R-6302B	Fort Hood, Texas	
R-6302C	Fort Hood, Texas	
R-6303	Matagorda Island, Tex.	
R-6312	Cotulla, Texas	
R-6402	Deseret Test Center, Utah	3/24/70 35 F. R. 5399 (Added)
R-6404A	Hill AFB Rangs South, Utah	
R-6404B	Hill AFB Range North, Utah	
R-6405	Wendover, Utah	
R-6406A	Wendover North, Utah	
R-6406B	Wendover South, Utah	
R-6407	Dugway West, Utah	
R-6408	Indian Creek, Utah	
R-6409	Green River, Utah	
R-6410	Blanding Utah	
R-6604	Chincoteague Inlet, Va.	
R-6609	Tangier Island, Va.	
R-6611	Dahlgren Complex, Va.	
R-6613	Dahlgren Complex, Va.	
R-6714	Yakima, Wash.	
R-6903	Sheboygan, Wis.	
R-6904	Volk Field, Wis.	
R-7001	Guernsey, Wyo.	

SUBPART E - CONTROL AREAS AND CONTROL AREA EXTENSIONS

§ 71.161 Designation of control areas associated with jet routes outside the continental control area.

Unless otherwise specified, the airspace centered on each of the following jet route segments has a vertical extent identical to that of a Jet Route and a lateral extent identical to that of a Federal airway and is designated as a control area. Unless otherwise specified, the place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

J-41 From Key West, Fla., to Tallahassee, Fla.

Jet Route No. 42 Robbinsville, N. J., to Hampton, N. Y.
AMENDMENTS 4/2/70 35 F. R. 6 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

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. 2/5/70 34 F. R. 19749 (Added)

Jet Route No. 63 From Kennedy, N. Y., to Tuna INT.

Jet Route No. 77 from Biscayne Bay, Fla., to Vero Beach, Fla.; from Jacksonville, Fla., to Charleston, S. C.
AMENDMENTS 4/2/70 35 F. R. 1221 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465

Jet Route No. 79 from Daytona Beach, Fla., to Charleston, S. C.

Jet Route No. 86 from Houston, Tex., to Sarasota, Fla.

Jet Route No. 103 from Daytona Beach, Fla., to Savannah, Ga.

Jet Route No. 111, from Nome, Alaska, to McGrath, Alaska.

Jet Route No. 120, from Fort Yukon, Alaska, to Barter Island, Alaska, REN.

Jet Route No. 121: Norfolk, Va., to Hampton, N. Y.; Providence, R. I., to INT of Providence 045° and Boston, Mass., 067° radials.

Jet Route No. 122; from Galena, Alaska, to Nome, Alaska.

Jet Route No. 123, From INT of Kodiak, Alaska, 107° radial and the NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak to King Salmon, Alaska.

Jet Route No. 125, From Kodiak, Alaska, to Anchorage, Alaska.

Jet Route No. 133, From Annette Island, Alaska, to Anchorage, Alaska.

Jet Route No. 150, from Hampton, N. Y., via Hyannis, Mass., to Striper INT.

Jet Route No. 153 From Sea Isle, N. J., to Shad INT.

Jet Route No. 174, from Hampton, N. Y., via Hyannis, Mass., to Herring INT.

Jet Route No. 501, from the United Staes/Canadian border, via Yakutat, Alaska, to Anchorage, Alaska.

Jet Route No. 502 from Tofino, British Columbia, Canada, REN via Neah Bay, Wash., REN; Hoquiam, Wash.; to Medford, Oreg.; from Ukiah, Calif., to Oakland, Calif. excluding the portion within Canada.

§ 71.163 **Designation of additional control areas.**

Unless otherwise specified, each control area designated below has a lateral extent identical to that of a Federal airway and extends upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth, except that the airspace of a control area within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

Control 1141

That airspace within tangent lines from the circumference of a 5-mile radius circle centered at latitude 42°23'23" N., longitude 70°59'10" W., to a 15 mile radius circle centered on the midway point of a direct line between latitude 42°23'23" N., longitude 70°59'10" W., and the Yarmouth, Nova Scotia, Canada, RBN to a 5-mile radius circle centered on the Yarmouth RBN and that airspace from 18,000 feet MSL to flight level 260 bounded by a line from: Latitude 42°43'20" N., longitude 70°22'00" W.; thence to latitude 42°52'00" N., longitude 70°16'00" W.; thence to latitude 43°01'30" N., longitude 69°52'00" W.; thence to latitude 43°01'30" N., longitude 69°36'00" W.; thence to the point of beginning; and that airspace from 18,000 feet MSL to flight level 260 inclusive bounded by a line from: Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°42'30" N., longitude 69°30'00" W.; thence to latitude 42°39'00" N., longitude 69°30'00" W.; thence to latitude 42°28'00" N., longitude 70°03'45" W.; thence to point of beginning; and that airspace extending upward from 2,000 feet MSL bounded by a line from; Latitude 42°33'35" N., longitude 70°03'45" W.; thence to latitude 42°23'45" N., longitude 70°03'45" W.; latitude 42°25'15" N., longitude 70°30'00" W.; latitude 42°26'15" N., longitude 70°30'00" W.; thence to the point of beginning; excluding the portion under the jurisdiction of Canada, the portion within the confines of Federal airways and the Boston, Mass., transition area, the portion below 2,000 feet MSL W of the 69°30'00" W meridian of longitude and the portion below 5,500 feet MSL E of the 69°30'00" W meridian of longitude.

Control 1142

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at latitude 42°21'30" N., longitude 70°41'25" W., to a 15-mile radius circle centered at latitude 42°02'00" N., longitude 68°00'00" W., and that airspace within lines drawn from latitude 42°16'00" N., longitude 68°00'00" W., thence to latitude 42°14'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to latitude 42°16'00" N., longitude 68°00'00" W., excluding the portion within the Boston Transition area, the airspace below 5,500 feet MSL E of longitude 68°00'00" W., and the airspace below 2,000 feet MSL W of longitude 68°00'00" W., except that airspace within the confines of Federal airways.

Control 1143

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Yarmouth, Nova Scotia, Canada, RBN to a 5-mile radius circle centered on the Yarmouth RBN excluding that portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1144

That airspace in the vicinity of Nantucket, Mass., within an area bounded by a line beginning at latitude 41°06'00" N., longitude 70°09'10" W., to latitude 41°25'35" N., longitude 70°09'35" W., to latitude 41°26'00" N., longitude 69°15'00" W., to latitude 41°46'00" N., longitude 68°00'00" W., to latitude 41°06'00" N., longitude 68°00'00" W., to the point of beginning, excluding the portion below 2,000 feet MSL except that airspace which lies within the confines of Federal airways.

Control 1145

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) to a 15-mile radius circle centered on the INT of a rhumb line between the Nantucket Consolan station (monitor site at Lat. 41°15'35" N, Long. 70°09'19" W) and the Kindley AFB, Bermuda RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet except that airspace within the confines of Federal airway.

Control 1146

That airspace within a 5 NM radius circle centered on the Nantucket, Mass., Consolan and that airspace bounded by a line drawn from the tangent of the 5 NM radius circle centered on Nantucket Consolan to latitude 42°05'20" N., longitude 68°00'00" W., thence to latitude 42°19'00" N., longitude 68°00'00" W., thence to latitude 43°00'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to the tangent of the 5 NM radius circle centered on the Nantucket Consolan, excluding that airspace outside the United States below 2,000 feet MSL W of longitude 68°00'00" W., and below 5,500 feet MSL E of longitude 68°00'00" W.

Control 1147

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at Lat. 40°18'30" N, Long. 73°45'00" W, to the circumference of a 15-mile radius circle centered at the INT of the 137° bearing from the Newark, N. J., RBN and the W boundary of the New York Oceanic Control Area, and that airspace bounded by a line beginning at latitude 40°02'15" N., longitude 73°13'45" W.; to latitude 40°05'45" N., longitude 73°09'15" W.; to latitude 39°26'35" N., longitude 72°24'25" W.; to the point of beginning. That airspace below 2,000 feet outside the confines of Federal airways is excluded.

Control 1148

That airspace within tangent lines drawn from the circumference or 5-mile radius circles centered on the Millville, N. J., RBN and at the INT of Millville RBN 135° bearing and the Atlantic Ocean-U.S. Coastline to a 15-mile radius circle centered on the INT of Millville RBN 135° bearing and the west boundary of the New York Oceanic Control area at latitude 37°43'00" N., longitude 73°00'00" W., and that airspace which is within 5 miles southwest of and parallel to the Sea Isle, N. J., VORTAC 134° radial, extending from Sea Isle to a point 40 miles southeast of Sea Isle. That airspace below 2,000 feet outside the United States is excluded.

Control 1149

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Norfolk, Va., VORTAC 088° radial at Long. 75° 32' 00" W. to the circumference of a 15-mile radius circle centered on the Norfolk, Va., VORTAC 088° radial on the west boundary of the New York Oceanic Control Area at Lat. 36° 57' 30" N., Long. 73° 00' 00" W., excluding the portion below 2,000 feet MSL outside the United States.

Control 1150

That airspace within a 5-nmi radius of the Carolina Beach, N. C., REN (Lat. 34°06'22" N, Long. 77°57'42" W), within a 5-nmi radius of the Bimini, Bahamas, REN (Lat. 25°42'32" N, Long. 79°16'33" W), within a 23-nmi radius of Lat. 29°53'15" N, Long. 78°39'15" W, within tangent lines drawn from the E and W sides of the Carolina Beach and Bimini 5-nmi radius area to the E and W sides of the 23-nmi radius area centered at Lat. 29°53'15" N. Long. 78°39'15" W. excluding that portion below 2,000 feet MSL outside the United States and that portion below 7,000 feet MSL within the Nassau, Bahamas, control area. The airspace above FL 430 south of latitude 30°36'50" N., and north of a line from latitude 29°06'30" N., longitude 79°09'10" W.; to latitude 29°20'00" N., longitude 78°20'20" W. is excluded.

Control 1151

That airspace N of Lat. 27°00'00" N. within tangent lines drawn from the circumference of a 25-mile radius circle centered at a point midway on a direct line between the Carolina Beach, N. C., REN and the Nassau, British West Indies, REN and circles 5 miles in radius centered on the Carolina Beach REN and the Nassau REN, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1152

That airspace east of Charleston, S. C., bounded by a line beginning at:

Latitude 33°02'00" N., longitude 80°03'35" W., thence to latitude 32°54'35" N., longitude 79°40'00" W., thence to latitude 32°50'35" N., longitude 79°23'00" W., thence to latitude 32°36'15" N., longitude 78°26'35" W., thence to latitude 32°13'25" N., longitude 77°00'00" W., thence to latitude 31°43'15" N., longitude 77°00'00" W., thence to latitude 32°35'55" N., longitude 79°16'45" W., thence to latitude 32°49'40" N., longitude 80°03'50" W., thence to latitude 32°52'25" N., longitude 80°03'45" W., thence to latitude 32°53'45" N., longitude 80°07'15" W., thence to the point of beginning, excluding the portion below 2,000 feet MSL outside the United States.

Control 1153

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Jacksonville, Fla., RBN to an 18-mile radius circle centered at the INT of the 090° bearing from the Jacksonville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet MSL outside the United States.

PENDING AMENDMENT

Control 1153

That airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Jacksonville, Fla., radio beacon (lat. 30°27'53" N., long. 81°48'06" W.) 090° bearing, including the additional airspace within lines diverging at angles of 5° from the centerline extending from the radio beacon to the western boundary of the New York Oceanic CTA/FIR boundary, excluding the portion below 2,000 feet MSL outside the United States.

AMENDMENTS 12/10/70 35 F. R. 13363 (Rewritten) Corr: 35 F. R. 18039 (Effective date changed to 3/4/71)

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.

AMENDMENTS 2/5/70 34 F. R. 19464 (Added)

Control 1156
That airspace extending upward from 5,000 feet MSL within 5 miles each side of the San Diego, 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.

AMENDMENTS 11/12/70 35 F. R. 14692 (Added)

Control 1169
That airspace within 5 miles either side of a line extending from the Kennedy, N. Y., VORTAC via the INT of the Kennedy VORTAC 080° and the Nantucket, Mass., VORTAC 255° radials, to the Nantucket VORTAC and within lines diverging from the Kennedy VORTAC to points of tangency to a 9.5-mile radius circle centered at the INT of the Kennedy VORTAC 080° and the Nantucket VORTAC 255° radials; within the circumference of the circle and within lines tangent to that circle converging to the Nantucket VORTAC, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1173
That airspace W of San Francisco, Calif., bounded by a line extending from latitude 37°40'00" N., longitude 125°23'30" W., to latitude 37°50'00" N., longitude 124°24'30" W., to latitude 38°00'00" N., longitude 123°23'00" W., to latitude 38°03'25" N., longitude 123°11'45" W., thence via the W edge of V-199 and V-27 to latitude 37°09'20" N., longitude 122°34'50" W., to latitude 36°16'00" N., longitude 124°26'00" W., to the point of beginning, excluding the portion below 2,500 feet MSL. The portion within W-513 is excluded between the hours of 0800 and 2000 p.s.t., Monday through Friday, and below 3,000 feet MSL within W-513 between the hours of 2000 and 0800 p.s.t., Monday through Friday.

Control 1176
That airspace extending upward from 2,000 feet MSL, within lines 5 miles each side of the Santa Barbara, Calif., VORTAC 247° radial, including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines, extending from the VORTAC to the east boundary of the Oakland Oceanic Control Area, excluding the portion east of longitude 120°30'00" W.

Control 1177
That airspace SW of Los Angeles, Calif., bounded by a line beginning at Lat. 33°25'50" N, Long. 118°28' 50" W. thence to Lat. 33°19'00" N. Long. 118°21'45" W. thence to Lat. 32°44'30" N. Long. 119°07'00" W. thence to Lat. 31°41'00" N. Long. 120°15'00" W. thence to Lat. 31°18'40" N. Long. 121°11'30" W. thence to Lat. 31°54'00" N. Long. 121°34'30" W. thence to Lat. 32°10'45" N. Long. 120°16'15" W. thence to Lat. 32° 52'15" N. Long. 119°12'30" W. thence to point of beginning excluding the airspace below 5,000 feet MSL.

Control 1181
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Weeksville, N.C., RBN to a 10-mile radius circle centered on the INT of the 133° bearing from the Weeksville RBN and the W boundary of the New York Oceanic Control Area, excluding the portion below 2,000 feet which extends outside the United States.

Control 1215
That airspace SE of Galveston, Tex., bounded by a line beginning at latitude 29° 02' 10" N., longitude 95° 05' 00" W., extending NE 3 nmi from and parallel to the United States coastline to latitude 29° 19' 00" N., longitude 94° 40' 30" W., to latitude 28° 15' 00" N., longitude 92° 07' 00" W., to latitude 28° 15' 00" N., longitude 94° 00' 00" W., to latitude 28° 07' 45" N., longitude 94° 12' 00" W., to latitude 28° 10' 00" N., longitude 94° 14' 00" W., to latitude 28° 10' 00" N., longitude 94° 58' 00" W., to latitude 27° 37' 45" N., longitude 94° 59' 45" W., to latitude 27° 32' 00" N., longitude 95° 09' 00" W., to latitude 26° 50' 20" N., longitude 95° 30' 00" W., to latitude 27° 00' 00" N., longitude 95° 30' 00" W., to point of beginning; excluding the portion below 2,500 feet MSL.

Control 1216
That airspace extending upward from 2,000 feet MSL bounded on the N by a direct line from the Navy New Orleans, La., RBN to Lat. 29°25'00" N, Long. 87°00'00" W, on the SE by a line extending from Lat. 29°25' 00" N, Long. 87°00'00" W to Lat. 28°50'00" N, Long. 88°00'00" W, thence S along Long. 88°00'00" N to the N boundary of the Houston Oceanic Control Area, on the S by the Houston Oceanic Control Area, on the W by Long. 90°15'00" W., and on the NW by the New Orleans transition area.

Control 1217

That airspace within tangent lines drawn from the circumference of a 5 mile-radius circle centered on the Kodiak, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Kodiak RR with the NW boundary of the Anchorage Oceanic Control Area. The airspace below 2,000 feet MSL outside the United States is excluded.

Control 1218

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Homer, Alaska, RR to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Homer RR with the NW boundary of the Anchorage Oceanic Control Area.

Control 1226

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Galveston, Tex., RBN extending to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Galveston RBN and the Grand Isle, La., RBN, thence to the circumference of a 5-mile radius circle centered on the Grand Isle RBN, thence to the circumference of a 15-mile radius circle centered at a point midway on a rhumb line between the Grand Isle RBN and the Egmont Key, Fla., RBN, thence to the circumference of a 5-mile radius circle centered on the Egmont Key RBN, excluding the portion below 5,000 feet MSL from the Galveston RBN to the Grand Isle RBN, and the portion below 2,000 feet MSL from the Grand Isle RBN to the Egmont Key RBN.

Control 1230

That airspace extending from the Portland, Fla., RBN to the INT of the Portland RBN 275° bearing and the eastern boundary of the Miami Oceanic control area, excluding the airspace below 2,000 feet MSL outside the United States, and the airspace within W-168.

Control 1232

That airspace bounded on the north by a line 5 miles south and parallel to the Orlando, Fla., VOR 071° radial; on the east by a line extending from latitude 29°08'35" N., longitude 79°00'00" W. via latitude 24°40'00" N., longitude 79°00'00" W. to latitude 24°00'00" N., longitude 78°00'00" W.; on the south by latitude 24°00'00" N.; on the west by longitude 80°25'00" W. and V-3; excluding the airspace below 1,000 feet MSL within 5 miles each side of the Palm Beach, Fla., RBN, 090° bearing, outside the United States, and the airspace below 2,000 feet MSL elsewhere outside the United States. The airspace within the Nassau control area is excluded.

Control 1233

That airspace extending upward from 2,000 feet MSL bounded on the north by V-35; on the east by a line 5 miles east of and parallel to the 187° bearing from the Marathon, Fla., RBN; on the south by latitude 24°00'00" N.; on the west by a line extending from the intersection of latitude 24°00'00" N., and a line 5 miles west of and parallel to the 187° bearing from the Marathon RBN, thence via this parallel line to its intersection with latitude 24°25'00" N., thence west via latitude 24°25'00" N., to the arc of a 35-mile radius circle centered at the Key West, Fla., VORTAC, thence northward via this arc to V-35, excluding the portion within W-465.

Control 1234

That airspace extending upward from 2,000 feet above the surface within an area bounded by a line beginning at: latitude 58°07'00" N., longitude 160°00'00" W.; to latitude 53°30'00" N., longitude 160°00'00" W.; to latitude 51°24'00" N., longitude 167°49'00" W.; to latitude 50°08'00" N., longitude 176°34'00" W.; to latitude 51°05'00" N., longitude 173°44'00" E.; to latitude 51°30'00" N., longitude 170°00'00" E.; to latitude 54°40'40" N., longitude 170°00'00" E.; to latitude 54°49'00" N., longitude 170°12'30" E.; to latitude 54°23'00" N., longitude 174°30'00" E.; to latitude 53°36'00" N., longitude 176°47'00" W.; to latitude 54°33'00" N., longitude 169°58'00" W.; to latitude 56°39'00" N., longitude 164°25'00" W.; to latitude 57°46'00" N., longitude 161°46'00" W.; thence to point of beginning. The portion within R-2204 is excluded.

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 1310
That airspace within 4 nautical miles each side of a direct line extending from the Anchorage, Alaska, VORTAC to the Middleton Island, Alaska, VOR, including the additional airspace between lines diverging at 4.5° angles from the centerline, extending SE from the Anchorage VORTAC and NW from the Middleton Island VOR and which terminate at the intersecting points midway between Anchorage and Middleton Island; thence within 16 miles each each side of a line extending from the Middleton Island RBN to the Sandspit, British Columbia, Canada, RR; including that airspace between lines diverging at 5° angles from the centerline, extending southeast from the Middleton Island RBN and northwest from the Sandspit RR, and which terminate at the intersecting points midway between Middleton Island and Sandspit, excluding the portion within Canada, and the airspace below 2,000 feet MSL outside the United States.

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.

AMENDMENTS 1/7/71 35 F. R. 17031 (Changed)

Control 1386
That airspace within 5 miles either side of the Orlando, Fla., VOR 071° radial, extending from the VOR to Control 1150 and between lines diverging at an angle of 4.5° from the centerline at the Orlando VOR excluding the airspace below 14,000 feet MSL and above FL 430 between the E boundary of R-2902B and the W boundary of control 1150.

Control 1400
That airspace within 5 miles either side of the 263° bearing from the King Salmon, Alaska, RR extending from the RR to the Anchorage Oceanic Control Area, and between lines diverging at an angle of 5° from the King Salmon RR to the E boundary of the Anchorage Oceanic Control Area, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1401
That airspace within 5 miles either side of the 248° bearing from the King Salmon, Alaska, RR extending from the RR to longitude 160°00'00" W, and between lines diverging at an angle of 5° from the King Salmon 248° bearing extending from the RR to longitude 160°00'00" W, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1415
That airspace within parallel boundary lines 4 nmi each side of the Fortuna, Calif., VOR 270° radial including the additional airspace within lines diverging at angles of 4.5° from the centerline extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion below 5,000 feet MSL W of longitude 124°30'00" W.

Control 1418
That airspace extending upward from 2,000 feet MSL centered on the Hoquiam, Wash., VORTAC 232° radial, 10 nmi in width at the VORTAC with each edge diverging at an angle of 5° with the centerline, extending from the VORTAC to the E boundary of the Oakland Oceanic Control Area and excluding the portion within W-460.

Control 1419
That airspace extending upward from 2,000 feet MSL within lines 5 miles each side of the Newport, Oreg., VORTAC 237° radial, including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines, extending from the VORTAC to the E boundary of the Oakland Oceanic control area, excluding the portion within the Newport, Oreg., transition area.

Control 1445
That airspace S of the United States-Canadian border and the Vancouver Flight Information Region within lines tangent to the circumference of a 5-mile radius circle centered on the Neah Bay, Wash., RBN and the circumference of a 15-mile radius circle centered at Lat. 48°40'00" N, Long. 125°17'30" W, excluding the portion below 5,000 feet MSL. The portion within W-601 is excluded.

Control 1447
That airspace southwest of New Orleans, La., bounded by a line beginning at latitude 29° 22' 30" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 91° 05' 00" W., to latitude 29° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 90° 15' 00" W., to latitude 28° 15' 00" N., longitude 92° 21' 45" W., to point of beginning, excluding the portion below 2,500 feet MSL.

Control 1483
That airspace within 5 miles each side of the 237° bearing from the Bethel, Alaska, RBN, extending from the RBN to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the 237° bearing extending from the Bethel RBN to the E boundary of the Anchorage Oceanic Control area and excluding the airspace below 2.000 feet MSL outside the United States.

Control 1485
That airspace extending upward from FL-230 bounded by a line beginning at latitude 68°00'00" N., longitude 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.

AMENDMENTS 6/4/70 35 F. R. 8656 (Changed)

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.

Control 1488
That airspace extending upward from 5,500 feet MSL to flight level 410 within 4 nautical miles each side of the Key West, Fla., VOR 244° radial and within 5 statute miles each side of the Key West radio beacon 245° bearing including the additional airspace between lines diverging at 4.5° from the centerline at the VOR and 5° at the RBN, extending from the VOR/RBN to the Miami Oceanic Area boundary and latitude 24°00'00" N.

Bettles/Umiat, Alaska
From the Bettles, Alaska, RBN, 66 miles, 24 miles 95 MSL, Umiat, Alaska, RBN (lat. 69°23'15" N., long. 152°11'10" W.).

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 9/1/70 35 F. R. 13822 (Changed)

Bozeman, Mont.
From Bozeman, Mont., VOR, 10,700 MSL Livingston, Mont., VORTAC.

Fort Yukon, Alaska
From the Fort Yukon, Alaska, VOR 12 AGL to Flaxman Island, Alaska, REN.

Kirksville, Mo.
From Kirksville, Mo., VORTAC 12 AGL to Moline, Ill., VORTAC, and from Kirksville VORTAC 45 MSL to St. Louis, Mo., VORTAC.

Menominee, Mich.
From the Menominee, Mich., VORTAC, 12 AGL Marquette, Mich., VORTAC.

Omak, Wash.
That airspace extending upward from 5,500 feet MSL within 5 miles each side of a line extending from the Omak RBN to the Ephrata, Wash., VOR.

Ottumwa, Iowa
From the Ottumwa, Iowa, VORTAC 12 AGL 26 miles, 50 MSL to Kansas City, Mo., VORTAC.

Point Barrow/Barter Island, Alaska
From the Point Barrow, Alaska, RBN, 12 AGL Lonely, Alaska, REN; 12 AGL Oliktok, Alaska, REN; 12 AGL Flaxman Island, Alaska, RBN; 12 AGL Barter Island, Alaska, RBN.

Rattlesnake, Wyo.
That airspace extending upward from 8,500 feet MSL bounded on the north by V-298S, on the east by Caspor, 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.

Sault Ste. Marie, Mich.
That airspace extending upward from 1,200 feet AGL within 4 nautical miles each side of a direct line extending from the Lakehead, Ontario, Canada, RBN to the Sault Ste. Marie, Mich., RBN, including the additional airspace between lines diverging at 4.5° from the centerline at the Lakehead and Sault Ste. Marie RBNs and extending until the meet. The airspace within Canada is excluded.

Sidney, Mont.
That airspace extending upward from 1,200 feet AGL within 4 nautical miles each side of a direct line extending from latitude 47°41'00" N., longitude 104°06'15" W., to latitude 48°06'45" N., longitude 105°36'00" W.

Umiat/Point Barrow, Alaska
From the Umiat, Alaska, RBN (latitude 69°23'15" N., long. 152°11'10" W.) 21 nautical miles 12 AGL, 112 nautical miles 25 MSL, 12 AGL Point Barrow, Alaska, RBN.

AMENDMENTS 9/1/70 35 F. R. 13822 (Changed)

Umiat/Deadhorse, Alaska
From the Umiat, Alaska RBN (lat. 69°23'15" N., long. 152°11'10" W.) to Deadhorse, Alaska, RBN (lat. 70° 11'49" N., long. 148°27'53" W.).

AMENDMENTS 8/20/70 35 F. R. 11683 (Rewritten)
AMENDMENTS 9/1/70 35 F. R. 13822 (Rewritten)

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.

Eniwetok Island
That airspace extending upward from 700 feet above the surface within a 50-nmi radius of the Eniwetok RBN (Lat. 11°21'00" N, Long. 162°20'00" E).

Kotzebue, Alaska
Within 10 miles NW and 9 miles SE of the 048° and 228° bearings from the Kotzebue RBN, extending from 10 miles SW to 25 miles NE of the RBN.

Middleton Island, Alaska
Within 8 miles either side of the Middleton Island VOR 037° and 217° radials extending from 29 miles NE to 8 miles SW of the VOR.

SUBPART F - CONTROL ZONES

§ 71.171 Designation.
The parts of airspace described below are designated as control zones.

Abbotsford, British Columbia, Canada
Within a 5-mile radius of Abbotsford Airport (latitude 49°01'00" N., longitude 122°22'00" W.), excluding the portion outside the United States.

Aberdeen, Md.
Within a 5-mile radius of the center, 39°28'18" N., 76°10'13" W. of Phillips AAF and within 2 miles each side of the Aberdeen RBN 029° bearing extending from the 5-mile radius zone to 6 miles NE of the RBN. This control zone is effective from 0600 to 2200 hours, local time, Monday through Friday, excluding Federal legal holidays.

AMENDMENTS 7/11/70 35 F. R. 11177 (Changed)

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.

AMENDMENTS 6/25/70 35 F. R. 7176 (Rewritten)

Abilene, Tex. (Municipal Airport)
That airspace within a 5-mile radius of Abilene Municipal Airport (latitude 32°25'10" N., longitude 99°41'20" W.); within 2 miles each side of the Abilene ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Abilene VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Abilene, Tex. (Dyess AFB), control zone.

Abilene, Tex. (Dyess AFB)
That airspace within a 5-mile radius of Dyess AFB (latitude 32°25'10" N., longitude 99°51'15" W.); within 2 miles each side of the Dyess ILS localizer S course, extending from the 5-mile radius zone to 7.5 miles S of the OM; within 2 miles each side of the Tuscola VOR 350° radial, extending from the 5-mile radius zone to 2 miles N of the VOR; and within 2 miles each side of the Abilene VORTAC 353° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC.

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.

Aguadilla, P. R.
Within a 6-mile radius of Ramey AFB (latitude 18°29'50" N., longitude 67°07'45" W.); within 2 miles each side of the Ramey ILS localizer west course, extending from the 6-mile radius zone to 12.5 miles west of the middle marker; within 2 miles each side of the ILS localizer west course, extending from the 6-mile radius zone to 11 miles west of the Airport; within 2 miles each side of the Ramey VORTAC 256° radial, extending from the 6-mile radius zone to 8 miles west of the airport.

AMENDMENTS 10/15/70 35 F. R. 16242 (Changed)

Akron, Colo.
Within a 4-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.).
PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 19171 (Rewritten)

Akron, Ohio (Akron-Canton Airport)
Within a 5-mile radius of the center, 40°55'05" N., 81°26'30" W., of Akron-Canton Airport, Akron, Ohio, and within 2 miles each side of the Akron VORTAC 223° radial extending from the 5-mile radius zone to 12.5 miles southwest of the VORTAC, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Akron, Ohio (Akron Municipal Airport) control zone.

Akron, Ohio (Akron Municipal Airport)
Within a 5-mile radius of the center 41°02'15" N., 81°28'05" W., of Akron Municipal Airport, Akron, Ohio, excluding the portion subtended by a chord drawn between the point of INT of the 5-mile radius zone with the Akron, Ohio (Akron-Canton Airport), control zone.

Alameda, Calif.
Within a 5-mile radius of NAS Alameda (Lat. 37°47'10" N, Long. 122°19'00" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the Oakland, Calif., control zone.

Alamogordo, N. Mex.
Within a 5-mile radius of the Holloman Air Force Base Airport (latitude 32°51'04" N., longitude 106°06'05" W.); within 2 miles each side of the Holloman VOR 015° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the extended centerline of Runway 3 extending from the 5-mile radius zone to 4.5 miles northeast of the northeast end of Runway 3; within 2 miles each side of the extended centerline of Runway 15 extending from the 5-mile radius zone to 4.5 miles south of the south end of Runway 15; within 2 miles each side of the extended centerline of Runway 21 extending from the 5-mile radius zone to 4.5 miles southwest of the southwest end of Runway 21; within 2 miles each side of the Holloman TACAN 349° radial extending from the 5-mile radius zone to 17.5 miles north of the TACAN; and within 2 miles each side of the VOR 350° radial extending from the 5-mile radius zone to 8 miles north of the VOR; excluding that portion within a 2-mile radius of the Alamogordo Municipal Airport (latitude 32°50'27" N., longitude 105°59'17" W.) and within a 2-mile radius of the Midway Airport (latitude 32°52'04" N., longitude 105°59'26" W.). The portion of this control zone within R-5107D extends upward to 22,000 feet MSL.

Alamosa, Colo.
Within a 5-mile radius of Alamosa Municipal Airport (latitude 37°26'15" N., longitude 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; within 3 miles each side of the 013° bearing from the Frontier Airlines NDB (latitude 37°26'36" N., longitude 105°51'12" W.) extending from the 5-mile radius zone to 10 miles northeast of the NDB; and within 2 miles each side of the Alamosa VORTAC 186° radial extending from the VORTAC to 10 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 Airmen's Information Manual.

AMENDMENTS 5/28/70 35 F. R. 4548 (Added)

Albany, Ga. (Albany-Dougherty County Airport)
Within a 5-mile radius of Albany-Dougherty County Airport (latitude 31°32"08" N., longitude 84°11'34" W.); within 2 miles each side of the Albany VORTAC 145° radial, extending from the 5-mile radius zone to 1 mile southeast of the VORTAC.

NAS Albany, Ga.
Within a 5-mile radius of NAS Albany (latitude 31°35'50" N., longitude 84°05'05" W.); within 2 miles each side of the Albany VORTAC 110° radial, extending from the 5-mile radius zone to 1.5 miles E of the VORTAC; within 2 miles each side of the NAS Albany TACAN 038° radial, extending from the 5-mile radius zone to 7.5 miles NE of the TACAN; within 2 miles each side of the 031° bearing from the NAS Albany LF RBN (latitude 31°35'52" N., longitude 84°05'42" W.), extending from the 5-mile radius zone to 8 miles NE of the RBN; within 2 miles each side of the 031° bearing from the NAS Albany UHF RBN (latitude 31°35'58" N., longitude 84°05'56" W.), extending from the 5-mile radius zone to 12 miles NE of the RBN; excluding the airspace which coincides with the Albany, Ga. (Municipal Airport), control zone.

Albany, N. Y.
Within a 5-mile radius of the center 42°44'40" N., 73°48'15" W. of Albany County Airport, Albany, N. Y.; within 3.5 miles each side of the Albany VORTAC 354° radial extending from the 5-mile radius zone to 11.5 miles north of the VORTAC and within 3 miles each side of the Albany VORTAC 182° radial extending from the 5-mile radius zone to 11.5 miles south of the VORTAC.

AMENDMENTS 10/15/70 35 F. R. 13642 (Rewritten)

Albuquerque, N. Mex.
Within a 5-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.); within 2 miles each side of the extended centerline of Runway 35, extending from the 5-mile radius zone to 7 miles north of the north end of Runway 35; within 2 miles each side of the extended centerline of Runway 17, extending from the 5-mile radius zone to 5 miles south of the south end of Runway 17; and within 2 miles each side of the Albuquerque VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC.

Alexandria, La. (England AFB)
That airspace within a 5-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.); within 2 miles each side of the 318° bearing from the Alexandria RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Alexandria VORTAC 151° and 331° radials, extending from the 5-mile radius zone to 1.5 miles southeast of the VORTAC; within 2 miles each side of the Alexandria VORTAC 327° radial, extending from the 5-mile radius zone to 11.5 miles northwest of the VORTAC; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 6 miles northwest of the airport; within 2 miles each side of the extended centerline of Runway 18, extending from the 5-mile radius zone to 5.5 miles north of the airport; and within 2 miles each side of the extended centerline of Runway 36, extending from the 5-mile radius zone to 6.5 miles south of the airport.

Alexandria, La. (Esler Field)
Within a 5-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.), 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.

AMENDMENTS 4/2/70 35 F. R. 1221 (Rewritten)

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.

AMENDMENTS 10/15/70 35 F. R. 12751 (Rewritten)

Alice, Tex.
That airspace within a 5-mile radius of the Alice International Airport (latitude 27°44'30" N., longitude 98°01'40" W.); within 2 miles each side of the Alice VOR 153° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR; within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; and within 2 miles each side of the 134° bearing from latitude 27°44'20" N., longitude 98°01'46" W., extending from the 5-mile radius zone to 8 miles southeast of latitude 27°44'20" N., longitude 98°01'46" W.

Allentown, Pa.
Within a 5-mile radius of the center, 40°39'10" N., 75°26'20" W. of Allentown-Bethlehem-Easton Airport, Allentown, Pa., within 2 miles each side of a line bearing 050° from a point at 40°42'00" N., 75°26'06" W., extended from the 5-mile radius area to 6 miles northeast of said point, within 2 miles each side of the Allentown ILS localizer northeast course, extending from the 5-mile radius zone to 10 miles northeast of the localizer, and within 2 miles each side of the Allentown VORTAC 347° radial extending from the 5-mile radius zone to 7 miles north of the VORTAC.

Alliance, Nebr.
Within a 5-mile radius of Alliance Municipal Airport (latitude 42°02'45" N., longitude 102°48'30" W.); within 2½ miles each side of the Alliance VOR 304° radial, extending from the 5-mile radius zone to 6 miles northwest of the VOR; within 2½ miles each side of the Alliance VOR 150° radial, extending from the 5-mile radius zone to 6 miles southeast of the VOR; and within 3 miles each side of the 142° bearing from Alliance Municipal Airport, extending from the 5-mile radius zone to 9 miles southeast of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 11/12/70 35 F. R. 14304 (Rewritten)

Alma, Ga.
Within a 3-mile radius of Bacon County Airport (latitude 31°32'20" N., longitude 82°30'30" W.); within 2 miles each side of the Alma VORTAC 146° and 334° radials, extending from the 3-mile radius zone to 8 miles southeast and northwest of the VORTAC. This control zone is effective from 0600 to 2200 hours, local time, daily.

Alpena, Mich.
That airspace within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°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 Airman's Information Manual.

AMENDMENTS 1/7/71 35 F. R. 17034 (Rewritten) Corr: 35 F. R. 18736

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 Airman's Information Manual.

AMENDMENTS 2/5/70 35 F. R. 19872 (Rewritten)

Altus, Okla.
Within a 5-mile radius of the Altus AFB (latitude 34°39'40" N., longitude 99°16'30" W.); within 2 miles each side of the Altus AFB ILS localizer S course, extending from the 5-mile radius zone to 1.5 miles S of the OM; and within 2 miles each side of the Altus AFB TACAN 185° radial, extending from the 5-mile radius zone to 9 miles S of the TACAN, excluding that airspace within a 1½ mile radius of the Altus, Okla., Municipal Airport, (latitude 34°41'57" N., longitude 99°20'21" W.).

Amarillo, Tex.
That airspace within a 5-mile radius of the Amarillo Air Terminal (latitude 35°13'10" N., longitude 101°42'40" W.); within 2 miles each side of the Amarillo VORTAC 221° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the extended centerline of the Amarillo AFB/Air Terminal Runway 21, extending from the 5-mile radius zone to 4.5 miles SW of the lift-off end of the runway.

Amchitka, Alaska
Within a 5-mile radius of the Amchitka, Alaska Airport (latitude 51°22'45" N., longitude 179°15'42" E.); within 2 miles each side of runway 7-25 centerlines extending from the 5-mile radius zone to 5.5 miles east and 5.5 miles west of the Amchitka Airport; within 2 miles each side of the 082° bearing from the Amchitka RBN extending from the RBN to 8 miles east; and within 2 miles each side of the 247° bearing from the Amchitka RBN, extending from the RBN to 8 miles southwest. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.
AMENDMENTS 2/18/70 35 F. R. 3109 (Changed)

Anaheim, Calif. (Disneyland Heliport)
Within a 3-mile radius of Disneyland Heliport (latitude 33° 48' 40" N., longitude 117° 55' 30" W.), excluding that airspace within the Fullerton and Long Beach, Calif., airport control zones. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time thereafter will be continuously published in the Airman's Information Manual.

Anchorage, Alaska (Anchorage International Airport)
Within a 5-mile radius of Anchorage International Airport (latitude 61°10' N., longitude 149°58' W.); within 2 miles each side of the Anchorage RR SW course extending from the 5-mile radius zone to 8 miles SW of the RR; within 2 miles each side of the Anchorage VORTAC 079° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Anchorage ILS localizer W course extending from the 5-mile radius zone to the OM; excluding the portion within the Anchorage (Merrill Field/Elmendorf AFB) control zone.

Anchorage, Alaska (Bryant AAF)
Within a 3-mile radius of Bryant AAF (latitude 61°16'N., longitude 149°40' W.), excluding the portion west of longitude 149°43' W. This control zone is effective from 0700 to 2100 hours, local time, daily.

Anchorage, Alaska (Merrill Field/Elmendorf AFB)
Within a 3-mile radius of Merrill Field (latitude 61°13' N., longitude 149°51' W.); within a 5-mile radius of Elmendorf AFB (latitude 61°15' N., longitude 149°49' W.); within 2 miles each side of the Elmendorf ILS localizer W course extending from the 5-mile radius zone to the OM, excluding the portion within the Anchorage (Bryant AAF) Control Zone.

Anderson, S. C.
Within a 5-mile radius of Anderson County Airport (latitude 34°29'40" N., longitude 82°42'30" W.); within 1.5 miles each side of Anderson VORTAC 039° radial, extending from the 5-mile radius zone to 1.5 miles northeast of the VORTAC.
AMENDMENTS 3/5/70 35 F. R. 308 (Rewritten)

Aniak, Alaska
Within a 5-mile radius of the Aniak Airport (latitude 61°35' N., longitude 159°32' W.); and within 2 miles each side of the 230° and 140° bearings from the Aniak RBN, extending from the 5-mile radius zone to 14 miles SW and 8 miles SE of the RBN. This control zone is effective during the 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.
AMENDMENTS 2/18/70 35 F. R. 3109 (Changed)

Annette Island, Alaska
Within a 5-mile radius of the Annette Island Airport (latitude 55°02'34" N., longitude 131°34'14" W.); within 3 miles each side of the Annette Island VOR 170° radial, extending from the 5-mile radius zone to 12 miles south of the VOR, and within 2 miles each side of the Annette Island VOR 311° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR.

Anniston, Ala.
Within a 5-mile radius of Anniston-Calhoun County Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within 1.5 miles each side of Anniston VOR 085° radial, extending from the 5-mile radius zone to the VOR;

AMENDMENTS 4/30/70 35 F. R. 4259 (Rewritten)
AMENDMENTS 10/1/70 35 F. R. 15904 (Changed)

Appleton, Wis.
Within a 5-mile radius of Outagamie County Airport (latitude 44°15'35" N., longitude 88°31'15" W.); and within 2 miles each side of the 135°, 206, 285°, and 016° bearings from Outagamie County Airport, extending from the 5-mile radius zone to 8 miles southeast, southwest, west, and north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Arcata, Calif.
Within a 5-mile radius of Arcata Airport (latitude 40°58'45" N., longitude 124°06'25" W.); and within 2 miles each side of the 219° bearing from the Arcata RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN.

Ardmore, Okla.
Within a 5-mile radius of Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W), within 2 miles either side of the Ardmore VOR 053° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 085° bearing from the Ardmore RBN extending from the 5-mile radius zone to the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Asheville, N. C.
Within a 5-mile radius of Asheville Airport (latitude 35°26'05" N., longitude 82°32'20" W.); within 2 miles each side of Runway 16/34 extended centerlines, extending from the 5-mile radius zone to the Broad River and Biltmore RBN's.

Aspen, Colo.
Within a 5-mile radius of the Aspen-Pitkin County (Sardy Field) Airport (latitude 39°13'30" N., longitude 106°52'09" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 12/17/69 34 F. R. 19748 (Added)

Astoria, Oreg.
Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46° 09' 25" N., longitude 123° 52' 40" W.), and within 2 miles each side of the Astoria VOR 268° radial, extending from the 5-mile radius zone to 8 miles W of the VOR.

Athens, Ga.
Within a 5-mile radius of Athens Municipal Airport (latitude 33°56'54" N., longitude 83°19'37" W.); within 2 miles each side of the Athens VORTAC 076° radial, extending from the 5-mile radius zone to 8 miles east of the VORTAC; and within 2 miles each side of the Athens VORTAC 192° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC.

Atlanta, Ga. (Fulton County Airport)
Within a 5-mile radius of Fulton County Airport (latitude 33°46'35" N., longitude 84°31'15" W.); within 2.5 miles each side of the 276° bearing from Bankhead RBN, extending from the 5-mile radius zone to 7.5 miles west of the RBN.

AMENDMENTS 6/25/70 35 F. R. 6492 (Rewritten)
AMENDMENTS 1/7/71 35 F. R. 17536 (Changed)

Atlanta, Ga.
Within a 5-mile radius of Atlanta Airport (latitude 33°38'35" N., longitude 84°25'25" W.); within 2 miles each side of Atlanta ILS Runway 33 localizer southeast course, extending from the 5-mile radius zone to 1 mile northwest of the LOM; within 2 miles each side of Rex, Ga., 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 9L localizer west course, extending from the 5-mile radius zone to 1.5 miles east of the LOM; within a 3-mile radius of Morris AAF (latitude 33°37'20" N., longitude 84°20'30" W.).

AMENDMENTS 6/25/70 35 F. R. 6492 (Rewritten)

Atlanta, Ga. (Dobbins AFB/NAS Atlanta)
Within a 5-mile radius of Dobbins AFB/NAS Atlanta (latitude 33°54'40" N., longitude 84°31'00" W.); within 2 miles each side of the 105° bearing from Lost Mountain RBN, extending from the 5-mile radius zone to 1 mile southeast of the RBN; within 1.5 miles each side of Norcross VORTAC 265° radial, extending from the 5-mile radius zone to 30 miles west of the VORTAC; within 2 miles each side of Runway 29 extended centerline, extending from the 5-mile radius zone to 6 miles east of the runway end; within 1.5 miles each side of NAS Atlanta TACAN 301° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN; excluding the portion within Atlanta, Ga. (Fulton County Airport) control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 6/25/70 35 F. R. 6492 (Rewritten)

Atlantic City, N. J.
Within a 12-mile radius of the Atlantic City NAFEC Airport (Lat. 39°27'25" N, Long. 74°34'45" W), and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3-nmi offshore, on the SE by a line 3-nmi offshore, and on the NE by the Atlantic City VORTAC 112° radial, excluding the portion within a 2-mile radius of the Ocean City Airport (Lat. 39°16'00" N, Long. 74°36'15" W).

Augusta, Ga.
Within a 5-mile radius of Bush Field (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.

AMENDMENTS 5/28/70 35 F. R. 5531 (Rewritten)

Augusta, Maine
Within a 5-mile radius of the center (44°19'15" N., 69°47'45" W.), of Augusta State Airport, Augusta, Maine; within 3.5 miles each side of the Capital City, Maine RBN (44°20'18" N., 69°48'42" W.) 333° bearing, extending from the 5-mile radius zone to 10.5 miles northwest of the RBN and within 3.5 miles each side of the Augusta VORTAC 328° radial, extending from the 5-mile radius zone to 10.5 miles northwest of the VORTAC.

AMENDMENTS 3/5/70 35 F. R. 623 (Changed)

Austin, Tex. (Robert Mueller Municipal Airport)
Within a 5-mile radius of Robert Mueller Municipal Airport (latitude 30°17'55" N., longitude 97°42'00" W.); within 2 miles each side of the Austin ILS localizer NW course, extending from the 5-mile radius zone to 1 mile SE of the INT of the ILS localizer NW course and the Austin VORTAC 269° radial; and within 2 miles each side of the Austin VORTAC 184° radial, extending from the 5-mile radius zone to the VORTAC.

Austin, Tex. (Bergstrom AFB)
Within a 5-mile radius of Bergstrom AFB (latitude 30°11'45" N., longitude 97°40'35" W.); within 2 miles each side of the Bergstrom ILS localizer S course, extending from the 5-mile radius zone to the LOM, excluding that portion within the Austin, Tex. (Robert Mueller Municipal Airport) control zone.

Baker, Oreg.
Within a 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.

AMENDMENTS 6/25/70 35 F. R. 6704 (Rewritten)

Bakersfield, Calif.
Within a 5-mile radius of Meadows Field, Bakersfield, Calif. (latitude 35° 25' 40" N., longitude 119° 03' 05" W.), and within 2 miles W and 3 miles E of the Bakersfield VORTAC 338° radial, extending from the 5-mile radius zone to 7 miles NW of the VORTAC.

Baltimore, Md.
Within a 5-mile radius of the center, 39°10'25" N., 76°40'15" W., of Friendship International Airport, Baltimore, Md.; and within 2 miles each side of the Baltimore ILS west course extending from the 5-mile radius zone to 10 miles west of the OM.

Bangor, Maine
Within a 5 mile radius of the center (44°48'20" N., 68°49'32" W.) of Bangor International Airport, Bangor, Maine excluding the portion within a 1-mile radius of the center (44°49'15" N., 68°43'00" W.) of the Down East Seaplane Base, Brewer, Maine; within 2 miles each side of the Bangor VORTAC 318° radial, extending from the 5-mile radius zone to 7 miles NW of the VORTAC; within 2 miles each side of the extended centerline of Runway 33 extending from the 5-mile radius zone to 4.5 miles NW of the lift-off end of the runway; within 2 miles each side of the Bangor VORTAC 135° radial, extending from the 5-mile radius zone to 12 miles SE of the VORTAC; within 2 miles each side of the Bangor ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the OM.

Bartlesville, Okla.
Within a 5-mile radius of the Phillips Airport (latitude 36°45'45" N., longitude 96°00'30" W.), and within 2 miles each side of the Bartlesville VOR 355° radial, extending from the 5-mile radius zone to 8 miles N of the VOR, excluding the area N of latitude 36°46'00" N and E of longitude 95°58'30" W. This control zone shall be effective during the times established by a notice to Airmen and continuously published in the Airman's Information Manual.

Baton Rouge, La.
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.

AMENDMENTS 8/20/70 35 F. R. 10505 (Rewritten)

Battle Creek, Mich.
Within a 5-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 2 miles each side of the Battle Creek VORTAC 050°, 117° and 215° radials, extending from the 5-mile radius zone to 8 miles NE, SE and SW of the VORTAC; and within 2 miles each side of the Kellogg Field ILS localizer SW course, extending from the 5-mile radius zone to 5 miles SW of the approach end of runway 4.

Beaufort, S. C.
Within a 5-mile radius of Beaufort MCAS (lat. 32°28'40" N., long. 80°43'20" W.); within 3.5 miles each side of Beaufort MCAS TACAN 037° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN; within 2.5 miles each side of the 042° bearing from Beaufort MCAS RBN, extending from the 5-mile radius zone to 8.5 miles northeast 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 Airman's Information Manual.

AMENDMENTS 4/2/70 35 F. R. 4948 (Changed)
AMENDMENTS 11/12/70 35 F. R. 13723 (Rewritten)

Beaumont, Tex.
Within a 7-mile radius of Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.).
AMENDMENTS 4/30/70 35 F. R. 3881 (Rewritten)

Bedford, Mass.
Within a 5-mile radius of Hanscom Airport (latitude 42°28'04" N., longitude 71°17'23" W.); within 2 miles each side of the Bedford ILS localizer W course extending from the 5-mile radius zone to 8 miles W of the LOM; within 2 miles each side of the extended centerline of Runway 23 extending from the 5-mile radius zone to 6 miles SW of the lift-off end of the runway; within 2 miles each side of the extended centerline of Runway 5 extending from the 5-mile radius zone to 6 miles NE of the lift-off end of the runway; and within a 1-mile radius of Erickson Airport (latitude 42°27'50" N., longitude 71°31'00" W.).

Beeville, Tex.
That airspace within a 5-mile radius of NAAS Chase Field, Beeville, Tex. (latitude 28°21'50" N., longitude 97°39'40" W.); within 2 miles each side of the NAAS Chase TACAN 129° and 321° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN.

Belleville, Ill.
Within a 5-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 5-mile radius zone to 5.5 miles SE of the SE end of Scott AFB Runway 31.

Bellingham, Wash.
Within a 5-mile radius of Bellingham Municipal Airport (latitude 48°47'40" N., longitude 122°32'10" W.); within 2 miles each side of the Bellingham VORTAC 169° radial, extending from the 5-mile radius zone to 3 miles south of the VORTAC and 4.5 miles each side of the Bellingham VORTAC 169° radial, extending from the 5-mile radius zone to 21.5 miles south of the VORTAC.

AMENDMENTS 11/12/70 35 F. R. 14765 (Rewritten)

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 Airman's Information Manual.

AMENDMENTS 10/15/70 35 F. R. 12751 (Rewritten)

Benton Harbor, Mich.
Within a 5-mile radius of Ross Field (latitude 42°07'40" N., longitude 86°25'40" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Bethel, Alaska
Within a 5-mile radius of the Bethel Municipal Airport (latitude 60°47'01" N., longitude 161°49'59" W.); within 3 miles each side of the BEA RBN 014° bearing extending from the 5-mile radius zone to 8 miles N of the RBN; within 2 miles each side of the BET RBN 293° bearing extending from the 5-mile radius zone to 8 miles NW of the RBN; and within 2 miles each side of the Bethel VORTAC 213° radial extending from the 5-mile radius zone to 8 miles SW of the VORTAC.

Bettles, Alaska
Within a 5-mile radius of the Bettles Municipal Airport (latitude 66°55'00" N., longitude 151°31'00" W.); within 2 miles southeast and 3 miles northwest of the 210° bearing from the Bettles RBN extending from the 5-mile radius zone to 8 miles southwest of the RBN.

Big Delta, Alaska
Within a 5-mile radius of the Allen AAF, Fort Greely, Alaska (latitude 64°00' N., longitude 145°43' W.), and within 2 miles each side of the Big Delta RR NE and NW courses, extending from the 5-mile radius zone to 8 miles NE and 9½ miles NW of the RR; within 2 miles each side of the Big Delta VOR 040° and 315° radials, extending from the 5-mile radius zone to 8 miles NE and 10 miles NW of the VOR.

Big Spring, Tex.
That airspace within a 5-mile radius of Webb AFB, Big Spring, Tex. (latitude 32°12'50" N., longitude 101°31' 25" W.), within a 5-mile radius of Howard County Airport, Big Spring, Tex. (latitude 32°18'05" N., longitude 101°26'20" W.), within 2 miles each side of the Big Spring VOR 191° radial, extending from the 5-mile radius zone to 1 mile S of the VOR, within 2 miles each side of the Big Spring VOR 155° radial, extending from the 5-mile radius zone to the VOR, within 2 miles each side of the Webb TACAN 355° radial, extending from the 5-mile radius zone to 7.5 miles north of the TACAN, and within 2 miles each side of the Webb TACAN 190° radial extending from the 5-mile radius zone to 7.5 miles south of the TACAN. 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 Airman's Information Manual.

AMENDMENTS 12/10/70 35 F. R. 16469 (Changed)

Billings, Mont.
Within a 5-mile radius of Logan Field (latitude 45°48'25" N., longitude 108°31'55" W.); within 2 miles each side of the Billings ILS west and east courses, extending from the 5-mile radius zone to 8 miles west of the OM on the west and to the RBN on the east; and within 2 miles each side of the Billings VORTAC 095° and 267° radials, extending from the 5-mile radius zone to 8 miles west and 12 miles east of the VORTAC.

Biloxi, Miss.
Within a 5-mile radius of Keesler AFB (latitude 30°24'39.2" N., longitude 88°55'25.9" W.); within 1.5 miles each side of Keesler TACAN 045° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN; within 1.5 miles each side of Keesler TACAN 205° radial, extending from the 5-mile radius zone to 6 miles southwest of the TACAN; excluding the portion west of longitude 89°00'00" W., effective from 0600 to 2200 hours, local time daily.

AMENDMENTS 2/5/70 34 F. R. 19245 (Rewritten)

Binghamton, N.Y.
Within a 5-mile radius of the center of Broome County Airport, Binghamton, N.Y., 42°12'35" N., 75°58'46" 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.

AMENDMENTS 8/20/70 35 F. R. 8926 (Rewritten)

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.

AMENDMENTS 4/2/70 35 F. R. 2581 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

Blackstone, Va.
Within a 4-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.), excluding the portion within R-6602. This control zone is effective from 0600 to 2200 hours local time.

Bloomington, Ill.
Within a 5-mile radius of Bloomington Normal Airport (latitude 40°28'55" N., longitude 88°55'40" W.); and within 2½ miles each side of the Bloomington VOR 043°, 103°, and 319° radials, extending from the 5-mile radius zone to 6½ miles northeast, east and northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Bloomington, Ind.
Within a 5-mile radius of Monroe County Airport (latitude 38°08'35" N., longitude 86°37'00" W.); within 3 miles each side of the Bloomington VORTAC 181° radial, extending from the 5-mile radius zone to 10½ miles south of the VORTAC; within 3 miles each side of the Bloomington VORTAC 062° radial, extending from the 5-mile radius zone to 11 miles northeast of the VORTAC; within 3 miles each side of the Bloomington VORTAC 341° radial; extending from the 5-mile radius zone to 10½ miles north of the VORTAC; and within 3 miles each side of the Bloomington VORTAC 236° radial, extending from the 5-mile radius zone to 9½ miles southwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Bluefield, W. Va.
Within a 5-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), with 2 miles each side of the Bluefield VOR 047° radial, extending from the 5-mile radius zone to 4.5 miles NE of the VOR, and within 2 miles each side of the Bluefield VOR 267° radial, extending from the 5-mile radius zone to 15 miles W of the VOR.

Blythe, Calif.
Within a 5-mile radius of Blythe Airport (Lat. 33°37'15" N, Long. 114°43'00" W).

Blytheville, Ark.
Within a 5-mile radius of Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.), within 3 miles each side of the Blytheville VOR 357° radial extending from the 5-mile radius zone to 8.5 miles north of the VOR, and within 1.5 miles each side of the Blytheville TACAN 185° radial extending from the 5-mile radius zone to 5.5 miles south of the TACAN.

Boise, Idaho
Within a 5-mile radius of the Boise Air Terminal (latitude 43°33'55" N., longitude 116°13'35" 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 and within 2 miles each side of the Boise VORTAC 114° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC.

AMENDMENTS 3/5/70 35 F. R. 944 (Rewritten)

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 the center 36°57'55" N., 86°25'10" W. of Bowling Green-Warren County Airport, Bowling Green, Ky., and within 3 miles each side of the Bowling Green VORTAC 206° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 7379 (Rewritten)

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°48'15" N., 78°38'25" W., of Bradford Regional Airport, Bradford, Pa.; within 2.5 miles each side of the Bradford, Pa., VORTAC 139° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC; within 3 miles each side of a 315° and a 135° bearing from the Bradford Regional Airport Runway 32 ILS LOM, extending from the 5-mile radius zone to 8 miles southeast of the LOM; within 2 miles each side of the Bradford, Pa., VORTAC 316° radial, extending from the 5-mile radius zone to 7 miles northwest of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 7378 (Rewritten)

Brainerd, Minn.
Within a 5-mile radius of Brainerd-Crow Wing County Airport latitude 46°23'55" N., longitude 94°08'15" W.; within 2½ miles each side of the 043° bearing from the Brainerd-Crow Wing County Airport extending from the 5-mile radius zone to 5½ miles northeast of the airport; and within 2½ miles each side of the 313° bearing from the Brainerd-Crow Wing County Airport extending from the 5-mile radius zone to 5½ miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 11/12/70 35 F. R. 14303 (Rewritten)

Bremerton, Wash.
Within a 5-mile radius of the 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 zone to 8 miles SW of the RBN. This control zone will be effective during the time established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

AMENDMENTS 10/15/70 35 F. R. 13723 (Changed)

Bridgeport, Conn.
Within a 5-mile radius of the center 41°09'41" N., 73°07'35" W., of Bridgeport Municipal Airport, Bridgeport, Conn.; within 2 miles each side of the Bridgeport VOR 036° and 229° radials, extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the VOR.

Broomfield, Colo.
That airspace within a 5-mile radius of Jeffco Airport (latitude 39°54'30" N., longitude 105°06'50" W.). This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Brownsville, Tex.
That airspace overlying the United States within a 5-mile radius of Rio Grande Valley International Airport (latitude 25°54'25" N., longitude 97°25'25" W.), within 2 miles each side of the Brownsville VORTAC 071° radial extending from the 5-mile radius zone to 8 miles east of the VORTAC, and within 2 miles each side of the Brownsville ILS localizer northwest course extending from the 5-mile radius zone to the OM.

Brunswick, Ga. (Malcolm-McKinnon Airport)
Within a 5-mile radius of Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.); within 1.5 miles each side of the Brunswick VOR 023° radial, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.) and the portion within the Brunswick (NAS Glynco) control zone.

Brunswick, Ga. (NAS Glynco)
Within a 5-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'00" W.); within 2 miles each side of the Glynco TACAN 055° radial, extending from the 5-mile radius zone to 5 miles northeast of the TACAN; within 3 miles each side of the Glynco TACAN 250° radial, extending from the 5-mile radius zone to 6.5 miles west of the TACAN, excluding the portion that is within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.) south of a line 3.5 miles south of and parallel to NAS Glynco Runway 7 centerline extended.

Brunswick, Maine
Within a 5-mile radius of NAS Brunswick (latitude 43°53'35" N., longitude 69°56'20" W.); within 2 miles each side of the Navy Brunswick VOR 166° radial, extending from the 5-mile radius zone to 8 miles S of the VOR; within 2 miles each side of the 166° bearing of the Navy Brunswick UHF REN (latitude 43°53'42" N., longitude 69°56'49" W.), extending from the 5-mile radius zone to 8 miles S of the RBN; within 2 miles each side of a line bearing 353° from latitude 43°48'53" N., longitude 69°55'30" W., extending from the 5-mile radius zone to latitude 43°48'53" N., longitude 69°55'30" W.; within 2 miles each side of the Navy Brunswick TACAN 008° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN, excluding that airspace within a 1-mile radius of Topsham Airport; Topsham, Maine (latitude 43°56'55" N., longitude 69°59'50" W.).

Buffalo, N. Y.
Within a 5-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport, Buffalo, N. Y.; within 2 miles each side of the Greater Buffalo International Airport northeast localizer course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 5-mile radius zone to 6 miles east of the VORTAC excluding the portion within a 1-mile radius of Buffalo Airpark, 42°51'45" N., 78°43'00" W.

Burbank, Calif.
Within a 5-mile radius of Hollywood-Burbank Airport, Calif. (latitude 34°12'15" N., longitude 118°21'30" W.), and within 2 miles each side of the Van Nuys, Calif., VOR 111° radial extending from the 5-mile radius zone to 17.5 miles SE of the VOR, excluding the portion W of a line from latitude 34°16'00" N., longitude 118°25'55" W., to latitude 34°09'25" N., longitude 118°25'40" W., and the portion within a 1-mile radius of Whiteman Airpark, Pacoima, Calif., latitude 34°15'35" N., longitude 118°24'45" W.

Burley, Idaho
Within a 5-mile radius of Burley Municipal Airport (latitude 42°32'30" N., longitude 113°46'20" W.); within 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.

AMENDMENTS 4/30/70 35 F. R. 4258 (Rewritten)

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.

AMENDMENTS 1/7/71 35 F. R. 17033 (rewritten)

Burlington, Vt.
Within a 5-mile radius of the center, 44°28'15" N., 73°09'10" W., of the Burlington International Airport, Burlington, Vt.; within 2 miles each side of the Burlington ILS localizer northwest course extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Burlington VOR 021° radial extending from the 5-mile radius zone to the VOR.

Butte, Mont.
Within a 5-mile radius of Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112° 29'50" W.).

Calverton, N. Y.
Within a 5-mile radius of Peconic River Airport (latitude 40°54'55" N., longitude 72°47'35" W.), and within 2 miles each side of the Riverhead VORTAC 079° radial extending from the 5-mile radius zone to 12.5 miles E of the VORTAC. This control zone is effective from 0800 to 1630 hours, local time, Monday through Friday.

AMENDMENTS 6/24/70 35 F. R. 10287 (Changed)

Camp Douglas, Wis.
Within a 5-mile radius of Volk Field, Camp Douglas, Wis. (latitude43°56'25" N., longitude 90°15'20" W.), and within 2 miles each side of the Volk Field VORTAC 092° radial extending from the 5-mile radius zone to 12 miles E of the VORTAC. This control zone shall be effective during the specific dates and/or time established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Camp Springs, Md.
Within a 5-mile radius of Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.), within 2 miles E of the extended centerline of the Andrews AFB Runway 19-L and 2 miles W of the Andrews AFB ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Andrews AFB ILS localizer N course, extending from the 5-mile radius zone to the OM, excluding the portion within a 1-mile radius of Hyde Field, Clinton, Md. (latitude 38°45'00" N., longitude 76°56'00" W.), and excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Washington, D. C., control zone.

Cape Girardeau, Mo.
Within a 5-mile radius of Cape Girardeau Municipal Airport (latitude 37°13'30" N., longitude 89°34'10" W.); within 2 miles each side of the Cape Girardeau VOR 036° radial extending from the 5-mile radius zone to 10½ miles northeast of the VOR; within 2 miles each side of the Cape Girardeau VOR 196° radial extending from the 5-mile radius zone to 8 miles south of the VOR; and within 2 miles each side of the Cape Girardeau VOR 279° radial, extending from the 5-mile radius zone to 8 miles west of the VOR.

PENDING AMENDMENT
Cape Girardeau, Mo.
Within a 5-mile radius of Cape Girardeau Municipal Airport (latitude 37°13'30" N., longitude 89°34'10" W.), within 2½ miles each side of the Cape Girardeau VOR 194°, 036° and 279° radials, extending from the 5-mile radius to 6½ miles south-northeast and west of the VOR.

AMENDMENTS 2/4/71 35 F. R. 18509 (Rewritten)

Carbondale, Ill.
Within a 5-mile radius of Southern Illinois Airport (latitude 37°46'50" N., longitude 89°15'15" W.); and within 3 miles each side of the 014° bearing from Southern Illinois 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 Airman's Information Manual.

AMENDMENTS 8/20/70 35 F. R. 10359 (Added)

Carlsbad, N. Mex.
Within a 5-mile radius of Cavern City Air Terminal (latitude 32°20'20" N., longitude 104°15'45" W.), and within 3.5 miles each side of the Carlsbad VOR 337° and 157° radials extending from the 5-mile radius zone to 10 miles southeast of the VOR.

AMENDMENTS 3/5/70 35 F. R. 308 (Rewritten)

Casper, Wyo.
Within a 5-mile radius of Casper Air Terminal (latitude 42°54'25" N., longitude 106°27'50" W.); within 2 miles each side of the Casper VORTAC 216° radial, extending from the 5-mile radius zone to 26 miles southwest of the VORTAC; within 3 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 10 miles west of the OM; within 2 miles each side of the 270° bearing from the Casper RBN, extending from the 5-mile radius zone to the RBN and within 4 miles each side of the Casper 216° radial, extending from the 5-mile radius zone to the VORTAC.
AMENDMENTS 6/25/70 35 F. R. 7379 (Rewritten)
PENDING AMENDMENT
Casper, Wyo., control zone is amended by deleting all after "10 miles west of the OM;" and substituting therefore "within 4 miles each side of the Casper 216° radial, extending from the 5-mile radius zone to the VORTAC."

AMENDMENTS 2/4/71 35 F. R. 18735 (Changed)

Cedar City, Utah
Within a 5-mile radius of Cedar City Municipal Airport (latitude 37°42'05" N., longitude 113°05'52" W.) and within 2 miles on each side of the Cedar City VOR 195° radial extending from the 5-mile radius zone to the VOR.

Cedar Rapids, Iowa
Within a 5-mile radius of Cedar Rapids Municipal Airport (latitude 41°53'05" N., longitude 91°42'35" 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.
AMENDMENTS 6/25/70 35 F. R. 7177 (Rewritten)

Chadron, Nebr.
Within a 5-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 2 miles each side of the 010° bearing from the Chadron Municipal Airport, extending from the 5-mile radius zone to 8 miles N of the airport.

Chamblee, Ga.
Within a 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 from 0700 to 2300 hours, local time, daily.

AMENDMENTS 6/25/70 35 F. R. 6492 (Rewritten)

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.

AMENDMENTS 6/25/70 35 F. R. 7176 (Rewritten)

Chandler, Ariz.
Within a 5-mile radius of Williams AFB (latitude 33°18'30" N., longitude 111°39'27" W.); within 2 miles each side of the Rittenhouse VOR 290° radial extending from the 5-mile radius zone to the VOR, within 2 miles northeast and 3 miles southwest of the Chandler TACAN 130° radial extending from the 5-mile radius zone to 9 miles southeast of the TACAN, and within 2 miles each side of the Chandler TACAN 319° radial extending from the 5-mile radius zone to 9 miles northwest of the TACAN. This control zone is effective from 0630 to 2200 hours local time Monday through Friday, 0800 to 1600 hours local time Saturday, and 1000 to 1600 hours local time Sunday, excluding Federal legal holidays.

Chantilly, Va.
Within a 5-mile radius of Dulles International Airport, Chantilly, Va., (Lat. 38°56'40" N, Long. 77°27'24" W); within 2 miles either side of the Dulles runway 1-R ILS localizer S course extending from the 5-mile radius zone to the runway 1-R ILS OM; within 2 miles either side of the Dulles runway 19-R ILS localizer N course extending from the 5-mile radius zone to 2 miles N of the runway 19-R ILS OM; within 2 miles either side of the Herndon, Va., VORTAC 161° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles either side of the extended centerline of runway 30 extending from the 5-mile radius zone to 4 miles NW of the lift-off end of runway 30.

Chanute, Kans.
Within a 5-mile radius of Chanute Martin Johnson Airport (latitude 37°40'05" N., longitude 95°29'10" W.).

Charleston, S. C.
Within a 5-mile radius of Charleston AFB/Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 3 miles each side of Charleston VORTAC 018° radial, extending from the 5-mile radius zone to 8.5 miles north 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 2.5 miles each side of the 147° bearing from Charleston RBN, extending from the 5-mile radius zone to the RBN; within 3 miles each side of Charleston VORTAC 211° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VORTAC; within 3 miles each side of Charleston VORTAC 332° radial, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC.

AMENDMENTS 8/20/70 35 F. R. 10504 (Rewritten)

Charleston, W. Va.
Within a 5-mile radius of the center, 38°22'21" N., 81°35'35" W., of Kanawha Airport, Charleston, W. Va.; within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charleston, VORTAC 081° radial extending from the 5-mile radius zone to 2 miles E of the VORTAC.

Charlotte, N. C.
Within a 5-mile radius of Douglas 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.

AMENDMENTS 4/2/70 35 F. R. 2645 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

Charlotte Amalie, Saint Thomas, V. I. (Harry S. Truman Airport)
Within a 5-mile radius of the Harry S. Truman Airport (latitude 18°20'25" N., longitude 64°58'10" W.). This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International Notams.

Charlottesville, Va.
Within a 4-mile radius of the Charlottesville-Albemarle Airport (latitude 38°08'25" N., longitude 78°27'10" W.) and within 2 miles each side of the Charlottesville-Albemarle ILS localizer south course extending from the 4-mile radius zone to 4.5 miles south of the Charlottesville RBN.

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.

AMENDMENTS 6/25/70 35 F. R. 6273 (Rewritten)

Chesterfield (Spirit of St. Louis), Mo.
Within a 5-mile radius of Spirit of St. Louis Airport (latitude 38°39'35" N., longitude 90°38'45" W.); within 3½ miles each side of the Maryland Heights, Mo., VORTAC 310° radial, extending from the VORTAC to 9½ miles northwest of the VORTAC; and within 5 miles each side of the Maryland Heights VORTAC 241° radial, extending from the VORTAC to 14½ 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 Airman's Information Manual.

AMENDMENTS 4/30/70 35 F. R. 3221 (Rewritten); Corr: 35 F. R. 5681

Cheyenne, Wyo.
Within a 5-mile radius of Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.) and within 2 miles each side of the Cheyenne ILS localizer E course, extending from the 5-mile radius zone to the OM.

Chicago, Ill. (Midway Airport)
Within a 5-mile radius of Chicago Midway Airport (latitude 41°47'04" N., longitude 87°45'12" W.); and within 2 miles each side of the Chicago Midway ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the Kedzie RBN; and within 2 miles each side of the Chicago Midway ILS localizer NW course extending from the 5-mile radius zone to the OM.

Chicago, Ill. (O'Hare International Airport)
Within a 5-mile radius of O'Hare International Airport (latitude 41°59'10" N., longitude 87°54'30" W.); within 2 miles each side of the O'Hare International Airport runway 14R and 14L ILS localizer courses, extending from the 5-mile radius zone to 7 miles northwest of the airport; and within 2 miles each side of the O'Hare International Airport runway 32R and 32L ILS localizer courses, extending from the 5-mile radius zone to 7 miles southeast of the airport.

Chicago, Ill. (Meigs Airport)
Within a 3-mile radius of Meigs Airport (latitude 41°51'30" N., longitude 87°36'30" W.) from 0600 to 2400 hours, local time, daily.

Chico, Calif.
Within a 5-mile radius of Chico Municipal Airport (latitude 39°47'45" N., longitude 121°51'25" W.) and within 2 miles each side of the Chico VOR 316° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, excluding the portion within a 1-mile radius of Ranchaero Airport, Chico, Calif. (latitude 39°43'10" N., longitude 121°52'10" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

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.

AMENDMENTS 8/22/70 35 F. R. 13426 (Changed)

Christiansted, St. Croix, V. I.
Within a 5-mile radius of Alexander Hamilton Airport (latitude 17°42'15" N., longitude 64°47'55" W.); within 3 miles each side of the St. Croix VOR 068° and 248° radials, extending from the 5-mile radius zone to 8.5 miles east of the VOR; within 3 miles each side of the 207° bearing from the St. Croix RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication, International NOTAMs.

AMENDMENTS 4/2/70 35 F. R. 2819 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465

Cincinnati, Ohio
Within a 5-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Cincinnati, Ohio; within 2 miles each side of the Cincinnati Municipal ILS localizer north course extending from the 5-mile radius zone to the Madeira, Ohio, RBN and within 2 miles each side of a 227° bearing from the Lunken RBN extending from the 5-mile radius zone to the RBN.

Clarksburg, W. Va.
With a 5-mile radius of the center of Benedum Airport, Clarksburg, W. Va., 39°17'40" N., 80°13'40" W. and within 2 miles each side of the centerline of Runway 3 extended northeasterly for 5 miles from the end of the runway effective 0530 to 2130 hours local time daily and 0600 to 2000 hours on Saturday.

Cleveland, Ohio (Burke-Lakefront Airport)
Within a 5-mile radius of the center 41°31'00" N., 81°41'00" W., of Burke-Lakefront Airport, Cleveland, Ohio; within 2 miles each side of the Burke-Lakefront ILS localizer northeast course, extending from the 5-mile radius zone to the OM, excluding the portion within the Cleveland, Ohio (Cleveland-Hopkins International Airport), control zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 11/12/70 35 F. R. 14448 (Rewritten)

Cleveland, Ohio (Cleveland-Hopkins International Airport)
Within a 5-mile radius of the center 41°24'30" N., 81°51'00" W., of Cleveland-Hopkins International Airport, Cleveland, Ohio; within 1.5 miles each side of the Runway 5-R ILS localizer southwest course, extending from the 5-mile radius zone to 3 miles northeast of the Gilbert RBN; within 2 miles each side of the Runway 23-L ILS localizer northeast course, extending from the 5-mile radius zone to 2 miles southwest of the Stadium RBN; within 2 miles each side of the Runway 28-R ILS localizer east course, extending from the 5-mile radius zone to 2 miles west of the Brecksville RBN; within 2 miles each side of the Runway 18-R centerline extended from the 5-mile radius zone to 7.5 miles south of the end of the runway.

AMENDMENTS 11/12/70 35 F. R. 14448 (Rewritten)

Cleveland, Ohio (Cuyahoga County Airport)
Within a 5-mile radius of the center 41°34'00" N., 81°29'15" W. of Cuyahoga County Airport, Cleveland, Ohio; within 2.5 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 shall be effective from 0700 to 2200 hours, local time, daily.

AMENDMENTS 11/12/70 35 F. R. 14448 (Added)

Clinton, Okla. (Clinton-Sherman Airport)
Within a 5-mile radius of Clinton-Sherman Airport (latitude 35°20'25" N., longtiude 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 Airman's Information Manual.

AMENDMENTS 7/1/70 35 F. R. 8475 (Added)
AMENDMENTS 10/15/70 35 F. R. 13425 (Changed)

Clovis, N. Mex.
Within a 6-mile radius of Cannon AFB, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of the Cannon AFB TACAN 040° radial extending from the 6-mile radius zone to 9.5 miles northeast of the TACAN; within 2 miles each side of a 045° bearing from latitude 34°18'45" N., longitude 103°24'32" W., extending from the 6-mile radius zone to latitude 34°18'45" N., longitude 103°24'32" W.; within 2 miles each side of the Cannon AFB TACAN 230° radial extending from the 6-mile radius zone to 9.5 miles southwest of the TACAN, and within 2 miles each side of the Cannon AFB TACAN 232° radial extending from the 6-mile radius zone to 7 miles southwest of the TACAN.

Cocoa (Patrick AFB), Fla.
Within a 5-mile radius of Patrick AFB (latitude 28°14'05" N., longitude 80°36'35" W.); within 2 miles each side of the Patrick AFB TACAN 025° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN: and within 2 miles each side of the Melbourne, Fla., VOR 007° radial, extending from the 5-mile radius zone to 4 miles northeast of the VOR.

Cody, Wyo.
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 Airmen's Information Manual.

AMENDMENTS 8/20/70 35 F. R. 10503 (Rewritten)

Cold Bay, Alaska
Within a 5-mile radius of Cold Bay Airport (latitude 55°12'22" N., longitude 162°43'22" W.); within 2 miles each side
of the Cold Bay VORTAC 335° radial and 2 miles each side of the Cold Bay ILS localizer N course, extending from the 5-mile radius zone to 12 miles N of the Cold Bay RR.

College Station, Tex.
Within a 5-mile radius of Easterwood Field, College Station, Tex. (latitude 30°35'00" N., longitude 96°22'00" W.), within 2 miles each side of the College Station VOR 287° radial extending from the 5-mile radius zone to 8 miles west of the VOR, within 2 miles each side of the College Station VOR 307° radial extending from the 5-mile radius zone to 9 miles northwest of the VOR, and within 2 miles each side of the College Station VOR 107° radial extending from the 5-mile radius zone to 10 miles east of the VOR.

Colorado Springs, Colo.
Within a 6-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.); within a 1-mile radius of Pikes Peak Airport, Fountain, Colo. (latitude 38°43'40" N., longitude 104°42'05" W.); within 2 miles each side of the Colorado Springs ILS localizer north course, extending from the 6-mile radius zone to 7 miles north of the localizer, within 2 miles each side of the Colorado Springs VORTAC 205° radial extending from the 6-mile radius zone to the VORTAC.

Columbia, Mo. (Regional Airport)
Within a 5-mile radius of Columbia Regional Airport (latitude 38°48'55" N., longitude 92°13'05" W.); within 3 miles each side of the 193° bearing from Columbia Regional Airport, extending from the 5-mile radius zone to 9 miles south of the airport; and within 3 miles each side of the 031° bearing from Columbia Regional Airport, extending from the 5-mile radius zone to 7 miles northeast of the airport.

AMENDMENTS 4/2/70 35 F. R. 2581 (Added); Eff. date changed 4/30/70 35 F. R. 6272

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.

AMENDMENTS 10/15/70 35 F. R. 13425 (Rewritten)

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.

AMENDMENTS 5/19/70 35 F. R. 7858 (Changed)
AMENDMENTS 10/15/70 35 F. R. 13116 (Rewritten)

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.

AMENDMENTS 5/19/70 35 F. R. 7858 (Changed)
AMENDMENTS 10/15/70 35 F. R. 13116 (Rewritten)

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 1.5 miles southeast of the LOM; 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.

AMENDMENTS 4/30/70 35 F. R. 4259 (Rewritten)

Columbus, Nebr.
Within a 5-mile radius of the Columbus Municipal Airport (latitude 41°26'50" N., longitude 97°20'25" W.), and within 2 miles each side of the Columbus VOR 340° and 141° radials, extending from the 5-mile radius zone to 8 miles N and SE of the VOR, and within 2 miles each side of the 330° bearing from the Columbus RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Columbus, Ohio
Within a 5-mile radius of the center, 39°59'45" N., 82°53'20" W., of Port Columbus International Airport, Columbus,
Ohio; within a 5-mile radius of the center, 39°48'50" N., 82°55'40" W., of Lockbourne AFB, Columbus, Ohio; within 2 miles each side of the Columbus runway 10L ILS localizer extending from the 5-mile radius zone to the runway 10L OM; within 2 miles each side of the Columbus runway 10R ILS localizer course extending from the 5-mile radius zone to 6.5 miles W of the runway 10R localizer; within 2 miles each side of the Colubmus runway 28L ILS localizer course extending from the 5-mile radius zone to the runway 28L OM; within 2 miles either side of a direct line extending from the Columbus RBN to the Lockbourne AFB within 2 miles each side of the Lockbourne TACAN 229° radial extending from the Lockboune AFB 5-mile radius area to 8 miles southwest of the TACAN; within 2 miles each side of the Lockbourne AFB northeast localizer course extending from the Lockbourne AFB 5-mile radius area to the Lockbourne OM including that airspace within
a 1-mile radius of the center, 39°53'10" N., 82°57'55" W., of South Columbus Airport, Columbus, Ohio and a ½-mile radius of the center, 39°54'20" N., 82°51'20" W., of Esselburne Airport.

Columbus, Ohio (Ohio State University Airport)
Within a 5-mile radius of the center 40°04'45" N., 83°04'20" W., of Ohio State University Airport, Columbus, Ohio, and within 2 miles each side of the Ohio State University RBN (40°04'47" N., 83°04'54" W.) 273° bearing extending from the Ohio State University 5-mile radius zone to 7 miles west of the RBN, excluding that portion within the control zone designated as Columbus, Ohio, control zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily,

Concord, Calif.
Within a 3-mile radius of Buchanan Field, Concord, Calif. (latitude 37°59'20" N., longitude 122°03'20" W.). within 2 miles each side of the Concord VOR 188° radial extending from the 3-mile radius zone to the VOR, effective from 0700 to 2300 hours, local time daily.

Concord, N. H.
Within a 5-mile radius of the center, 43°12'10" N., 71°30'10" W., of Concord Municipal Airport, Concord, N. H.; within 2 miles each side of the Concord VORTAC 284° radial extending from the 5-mile radius zone to 8.5 miles west of the VORTAC; within 3 miles each side of the 133° bearing from the Pembroke, N. H., RBN (43°10'57" N., 71°28'18" W.). extending from the 5-mile radius zone to 8.5 miles southeast of the RBN and within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius zone to 6 miles north of the end of the runway.
AMENDMENTS 9/17/70 35 F. R. 11176 (Rewritten)

Cordova, Alaska
Within a 5-mile radius of Cordova (Mile 13) Airport (Lat. 60°29'25" N, Long. 145°29'00" W); within 2 miles either side of the Cordova RR SE course extending from the 5-mile radius zone to the INT of the Cordova RR SE course and the Hinchinbrook, Alaska, RR E course, and within 2 miles either side of the Cordova RR SW course extending from the 5-mile radius zone to the INT of the Cordova RR SW course and the Hinchinbrook RR E course.

Corpus Christi, Tex.
Within a 5-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within 2 miles each side of the Corpus Christi VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the 5-mile radius zone to the OM.

Corpus Christi NAS, Tex.
Within a 5-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within 2 miles each side of the Navy Corpus VOR 010° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Navy Corpus RBN 315° bearing extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Navy Corpus TACAN 137° and 139° radials, extending from the 5-mile radius zone to 6 miles SE of the TACAN;
and within 2 miles each side of the Navy Corpus TACAN 313° radial, extending from the 5-mile radius zone to 6 miles NW of the TACAN.

Cortez, Colo.
Within a 5-mile radius of Montezuma County Airport, Cortez, Colo. (latitude 37°18'15" N., longitude 108°37' 35" W.). This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Corvallis, Oreg.
Within a 5-mile radius of Corvallis Municipal Airport (latitude 44°29'50" N., longitude 123°17'10" W.). This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Cotulla, Tex.
That airspace within a 3-mile radius of Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99°13'05" W.) and within 2 miles each side of the Cotulla VOR 265° radial extending from the 3-mile radius zone to the VOR.

Covington, Ky.
Within a 5-mile radius of the center of Greater Cincinnati Airport 39°02'50" N., 84°40'00" W. and within 2 miles each side of the Cincinnati, Ohio, VORTAC 223° radial extending southwestward from the 5-mile radius zone for 5 miles and within 2 miles each side of the Greater Cincinnati Airport ILS localizer south course, extending from the 5-mile radius zone to the Runway 36 OM.

Crescent City, Calif.
Within a 5-mile radius of Jack McNamara Field, Crescent City (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.

AMENDMENTS 1/7/71 35 F. R. 17031 (Rewritten)

Crestview, Fla.
Within a 5-mile radius of Bob Sikes Airport (lat. 30° 46' 45" N., long. 86° 31' 10" W.); within 2 miles each side of the Crestview VORTAC 109° radial, extending from the 5-mile radius zone to 0.5 mile east of the VORTAC.

Crossville, Tenn.
Within a 5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.) and within 2 miles each side of the Hinch Mountain VORTAC 334° radial extending from the 5-mile radius zone to 1.5 miles northwest of the VORTAC.

AMENDMENTS 4/30/70 35 F. R. 4256 (Changed)

Crows Landing, Calif.
Within a 5-mile radius of ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.), excluding the portion within a 1-mile radius of Patterson Field, Patterson, Calif. (latitude 37°28'05" N., longitude 121°10'06" W.). This control zone will be effective from 0800 to 1630 hours, local time daily, Monday through Friday and times established in advnace by a notice to airmen and continuously published in the Airman's Information Manual.

Cut Bank, Mont.
Within a 5-mile radius of the Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); within 2 miles each side of the Cut Bank VOR 151° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR.

Dalhart, Tex.
That airspace within a 5-mile radius of Dalhart Municipal Airport latitude 36°01'10" N., longitude 102°33'10" W.).

Dallas, Tex. (Addison Airport)
That airspace within a 5-mile radius of Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.); and within 2 miles each side of the Addison VOR 334° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR; excluding the portion S of a line from latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., to latitude 32°54'00" N., longitude 96°46'30" W.; and excluding the portion within a 1-mile radius of Highland Park Airport (latitude 32°55'15" N., longitude 96°46'17" W.). This control zone is effective from 0600 to 2200 hours, local time, daily.

Dallas, Tex. (Love Field)
That airspace bounded by a line beginning at latitude 32°53'15" N., longitude 96°59'35" W.; thence northeast to latitude 32°56'30" N.; thence clockwise along the arc of a 5-mile radius circle centered at Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.) to latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., and continuing southeast along a line to latitude 32°54'00" N., longitude 96°46'30" W. until interception of the arc of a 5-mile radius circle centered at Addison Airport, southeast of Addison Airport; then clockwise along the arc of the 5-mile radius centered at Addison Airport to interception with and then clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to longitude 96°49'30" W., southeast of Love Field; thence south along longitude 96°49'30" W. to and counterclockwise along the arc of a 5-mile radius circle centered at Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.) until interception with and then northeast along a line drawn between latitude 32°39'35" N. longitude 96°54'15" W., and longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field, southwest of Love Field; thence clockwise along the arc of a 5-mile radius circle centered at Love Field to latitude 32°49'40" N., west of Love Field, to point of beginning; and within 2 miles each side of the Love Field No. 2 ILS localizer southeast course, extending from the arc of a 5-mile radius circle centered at Love Field to the Runway 31L OM (latitude 32°46'39" N., longitude 96°46'28" W.).

Dallas, Tex. (NAS Dallas)
That airspace bounded on the N by the Fort Worth, Tex. (Greater Southwest International Dallas-Fort Worth Field) control zone, on the E by the Dallas, Tex. (Love Field) and (Redbird Airport) control zones; within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, extending from 6 to 9.5 miles of the VORTAC; thence E via latitude 32°41'20" N., extending from a line 2 miles E of and parallel to the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, to the arc of a 5-mile radius circle centered on Dallas NAS (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Dallas NAS; thence counterclockwise along this arc to longitude 97°00'15" W., SW of Dallas NAS; thence S via longitude 97°00'15" W., to latitude 32°39'19" N.; thence E via latitude 32°39'19" N. to the intersection of a 5-mile radius circle centered on Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.), SW of Redbird Airport, thence counterclockwise along the arc of the 5-mile radius circle centered on Redbird Airport to its intersection with the arc of an 8-mile radius circle centered at Dallas NAS, SW of Redbird Airport.

Dallas, Tex. (Redbird Airport)
That airspace within a 5-mile radius of Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.); and within 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 W of a line from the intersection of the Redbird Airport 5-mile radius zone and the arc of an 8-mile radius circle centered at NAS Dallas (latitude 32°44'00" N., longitude 96°58'05" W.), SW of Redbird Airport, through latitude 32°39'35" N., longitude 96°54'15" W., to longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.), SW of Love Field. This control zone is effective from 0600 to 2200 hours, local time, daily.

AMENDMENTS 11/12/70 35 F. R. 14448 (Changed)
AMENDMENTS 12/11/70 35 F. R. 19348 (Changed)

Danville, Va.
Within a 5-mile radius of the center 36°34'20" N., 79°20'05" W. of Danville Airport, Danville, Va.; and within 2 miles each side of the Danville VOR 044° and 208° radials extending from the 5-mile radius zone to 7 miles NE and 7 miles SW of the VOR.

Davenport, Iowa
Within a 5-mile radius of Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.); within 3 miles each side of the 224° bearing from the Davenport RBN, extending from the 5-mile radius zone to 6½ miles southwest of the RBN; and within 2 miles each side of the Cordova VOR 220° radial, extending from the 5-mile radius zone to 1 mile southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Dayton, Ohio (James M. Cox-Dayton Municipal)
Within a 5-mile radius of the center, 39°53'57" N., 84°12'45" W. of James M. Cox-Dayton Municipal Airport, Dayton, Ohio, excluding that airspace within a 1-mile radius of the center, 39°54'52" N., 84°18'45" W. of Studebaker Farms Airport, Union, Ohio.

Dayton, Ohio (Wright-Patterson AFB)
Within a 5-mile radius of the center, 39°19'25" N., 84°02'55" W. of Patterson AFB, Dayton, Ohio; within 2 miles each side of the Patterson VOR 039° radial extending from the 5-mile radius zone to 10 miles northeast of the VOR; within 2 miles each side of the Patterson TACAN 051° radial extending from the 5-mile radius zone to 8 miles northeast of the TACAN; within a 5-mile radius of the center, 39°46'35" N., 84°06'35" W. of Wright AFB, Dayton, Ohio; within a 5-mile radius of the center, 39°50'20" N., 83°50'25" W. of Springfield Municipal Airport Springfield, Ohio; and within 2 miles each side of the Springfield RBN 054° bearing extending from the Springfield 5-mile radius zone to 6 miles northeast of the RBN.

Daytona Beach, Fla.
Within a 5-mile radius of the Daytona Beach Municipal Airport (latitude 29°11'05" N., longitude 81°03'20" W.; within a 3-mile radius of the Ormond Beach Municipal Airport (latitude 29°18'00" N., longitude 81°06'49" W.); within 2 miles each side of the Daytona Beach VORTAC 156° radial, extending from the 3-mile radius zone to the 5-mile radius zone; within 2 miles each side of the Daytona Beach VORTAC 256° radial, extending from the 3-mile radius zone to 8 miles west of the VORTAC; and within 2 miles each side of the 065° bearing from the Daytona Beach LOM, extending from the 5-mile radius zone to the LOM.

PENDING AMENDMENT
Daytona Beach, Fla.
Within a 5-mile radius of Daytona Beach Regional Airport (lat. 29'11'05" N., long. 81°03'20" W.); within a 5-mile radius of Ormond Beach Municipal Airport (lat. 29°18'00" N., long. 81°06'49" W.); within 5 miles each side of Daytona Beach VORTAC 256° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC.

AMENDMENTS 3/4/71 36 F. R. 216 (Rewritten)

Deadhorse, Alaska
Within a 5-mile radius of the Deadhorse Airport (latitude 70°11'37" N., longitude 148°29'10" W.); within 3 miles south and 8 miles north and parallel to the 082° True (050° Magnetic) bearing of the Deadhorse RBN (latitude 70°11'49" N., longitude 148°27'53" W.), extending from the Deadhorse RBN to 10 miles east of the Deadhorse RBN; and within 3 miles south and 8 miles north and parallel to the 250° True (218° Magnetic) bearing of the Deadhorse RBN, extending from the Deadhorse RBN to 8 miles west of the Deadhorse RBN. This control zone will be effective from 0645 to 2145 local time daily.

AMENDMENTS 1/7/71 35 F. R. 17247 (Added)

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 Airmen's Information Manual.

AMENDMENTS 10/15/70 35 F. R. 12750 (Rewritten)

Del Rio, Tex.
Within a 5-mile radius of Laughlin AFB (latitude 29°21'35" N., longitude 100°46'35" W.), within 2 miles each side of the Laughlin ILS NW course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Laughlin TACAN 305° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN, within 2 miles each side of the Laughlin TACAN 149° radial extending from the 5-mile radius zone to 8 miles southeast of the TACAN, within 2 miles each side of the Laughlin VOR 148° radial extending from the 5-mile radius zone to 12 miles southeast of the VOR, within 2 miles each side of the Laughlin VOR 330° radial extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Laughlin VOR 295° radial extending from the 5-mile radius zone to 12 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 7/2/70 35 F. R. 10754 (Changed)

Deming, N. Mex.
Within a 5-mile radius of Deming Municipal Airport (lat. 32°15'40" N., long. 107°43'10" W.).

Amendments 10/15/70 35 F. R. 13118 (Rewritten)

Denver, Colo.
Within a 9-mile radius of Stapleton Municipal Airport (latitude 39°46'30" N., longitude 104°52'40" W.), within a 9-mile radius of Buckley ANGB Airport (latitude 39°42'05" N., longitude 104°45'10" W.), and within 2 miles each side of the 151° bearing from Buckley ANGB, extending from the 9-mile radius zone to 15 miles southeast of Buckley ANGB, excluding the portion within a 1-mile radius of Skyline Airport (latitude 39°46'37" N., longitude 104°36'57" W.).

Des Moines, Iowa
Within a 5-mile radius of the Des Moines Municipal Airport, (latitude 41°32'10" N., longitude 93°39'28" W.): and within 2 miles each side of the Des Moines VORTAC 356° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Des Moines ILS localizer SE and NW courses extending from the 5-mile radius zone SE to the LOM and NW to 6 miles NW of the NW end of the Des Moines Municipal Airport Runway 12.

Detroit, Mich. (Metropolitan Wayne County Airport)
Within a 5-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.); within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS localizer northeast course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS east course, extending from the 5-mile radius zone to the OM, excluding the portion west of a line between the points of intersection of the 5-mile radius zone and the Detroit, Mich. (Willow Run) control zone.

Detroit, Mich. (Willow Run Airport)
Within a 5-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Willow Run VOR 237° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, within 2 miles each side of the Willow Run Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Metropolitan Wayne County Airport) control zone.

Detroit, Mich.
Within a 5-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), within 2 miles each side of the Detroit City Airport ILS localizer NW course extending from the 5-mile radius zone to 6 miles NW of the approach end of the Detroit City Airport Runway 15; and within 2 miles each side of the Windsor, Ontario, Canada VOR 320° radial extending from the 5-mile radius zone to the United States/Canadian border.

Devils Lake, N. Dak.
Within a 5-mile radius of 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 Airman's Information Manual.

AMENDMENTS 11/12/70 35 F. R. 14303 (Rewritten)

Dickinson, N. Dak.
Within a 5-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.).

Dillingham, Alaska
Within a 5-mile radius of the Dillingham Municipal Airport (latitude 59°02'36" N., longitude 158°30'20" W.); within 2 miles each side of the Dillingham VOR 025° radial extending from the 5-mile radius zone to 14 miles northeast of the VOR; within 2 miles each side of the Dillingham VOR 205° radial extending from the 5-mile radius zone to 8 miles southwest of the VOR; and within 2 miles each side of the 053° bearing from the Northern Consolidated Airlines RBN (latitude 59°04'12" N., longitude 158°26'30" W.) extending from the 5-mile radius zone to 8 miles northeast of the RBN. This control zone would be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time would thereafter be continuously published in the Flight Information Publication Supplement Alaska.

AMENDMENTS 2/18/70 35 F. R. 3109 (Changed)

Dodge City, Kans.
Within a 5-mile radius of Dodge City Municipal Airport (lat. 37°45'45" N., longitude 99°58'00" W.).

AMENDMENTS 1/7/71 35 F. R. 17034 (Rewritten)

Dothan, Ala.
Within a 5-mile radius of Dothan Airport (latitude 31°19'10" N., longitude 85°27'30" W.); within 3 miles each side of Dothan VORTAC 156° radial, extending from the 5-mile radius zone to 8.5 miles southeast of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 6858 (Rewritten)

Douglas, Ariz.
Within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31°28'00" N., longitude 109°36'10" W.); within 2 miles each side of the Douglas VORTAC 332° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC, and within 2 miles each side of the Douglas VORTAC 347° radial, extending from the 5-mile radius zone to 6 miles north of the VORTAC.

Dover, Del.
Within a 5-mile radius of the center, 39°07'45" N., 75°27'50" W. of Dover AFB, Dover, Del., and within 2 miles each side of the Dover TACAN 176° radial extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Dover TACAN 130° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the Dover TACAN 008° radial extending from the 5-mile radius zone to 7 miles N of the TACAN.

Du Bois, Pa.
Within a 5-mile radius of the center, 41°10'45" N., 78°53'45" W. of Du Bois-Jefferson County Airport and within 3 miles each side of the Du Bois ILS localizer northeast course, extending from the 5-mile radius zone to 8.5 miles northeast of the OM.

AMENDMENTS 12/10/70 35 F. R. 15907 (Rewritten)

Dubuque, Iowa
Within a 5-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., Longitude 90°42'32" W.); within 2 miles each side of the Dubuque VORTAC 126° and 321° radials, extending from the 5-mile radius zone to 8 miles SE and NW of the VORTAC, effective 0600 to 2100 hours, local time, daily.

Duluth, Minn.
Within a 5-mile radius of Duluth, Minn., International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth ILS west course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Duluth ILS east course, extending from the 5-mile radius zone to 8 miles east of the intersection of the Duluth ILS east course and the Duluth VORTAC 062° radial; within 2 miles each side of the Duluth VORTAC 197° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC; and within 2 miles each side of the Duluth VORTAC 023° radial, extending from the 5-mile radius zone to 9 miles northeast of the VORTAC.

Durango, Colo.
That airspace within a 5-mile radius of La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.), and within 2 miles each side of the Durango 225° radial extending from the 5-mile radius zone to 7 miles SW of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

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.

East Hartford, Conn.
Within a 5-mile radius of the center 41°45'10" N., 72°37'25" W. of Rentschler Field, East Hartford, Conn.; within 2 miles each side of the Hartford VOR 334° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of a 182° bearing from the Hartford RBN extending from the 5-mile radius zone to 7 miles S of the RBN and within 2 miles each side of the Hartford VOR 327° radial extending from the 5-mile radius zone to the VOR. This control zone is effective from 0700 to 2300 hours local time daily.

Eastover, S. C.
Within a 5-mile radius of McEntire ANGB (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.

AMENDMENTS 12/10/70 35 F. R. 16315 (Rewritten)

Eau Claire, Wis.
Within a 5-mile radius of Eau Claire Municipal Airport (latitude 44°51'50" N., longitude 91°29'10" 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.

AMENDMENTS 12/10/70 35 F. R. 15905 (Rewritten)

Edwards AFB, Calif.
Within an 8-mile radius of Edwards AFB (latitude 34°54'20" N., longitude 117°52'55" W.).

Eglin AFB, Fla.
Within a 5-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'50" W.); within 2 miles each side of the Eglin AFB TACAN 120° radial, extending from the 5-mile radius zone to 12 miles southeast of the TACAN; within 2 miles each side of the Eglin AFB ILS localizer southeast course, extending from the 5-mile radius zone to 12 miles southeast of the LMM; within 2 miles each side of the Eglin AFB TACAN 190° radial, extending from the 5-mile radius zone to 4 miles south of the TACAN; within a 3-mile radius of Destin-Fort Walton Beach Airport (latitude 30°23'55" N., longitude 86°28'20" W.); within 2 miles each side of the extended centerline of the Destin-Fort Walton Beach Airport Runway 14/32, extending from the 3-mile radius zone to 4 miles southeast of the airport.

Eglin AF Aux No. 3 (Duke Field), Fla.
Within a 5-mile radius of Eglin AF Aux No. 3 (Duke Field); (latitude 30°39'00" N., longitude 86°31'21" W.). The portion within a 5-mile radius of Bob Sikes Airport (latitude 30°46'45" N., longitude 86°31'10" W.) is excluded. This control zone is effective from 0700 to 1600 hours local time, Monday through Friday.

Eglin AF Aux No. 9 (Hurlburt Field), Fla.
Within a 5-mile radius of Eglin AF Aux No. 9 (Hurlburt Field), (latitude 30°25'40" N., longitude 86°41'20" W.); within 2 miles each side of the 287° bearing from the Destin (Eglin AFB) RBN extending from the 5-mile radius zone to 1 mile west of the RBN; and within 2 miles each side of the Eglin AFB TACAN 255° radial extending from the 5-mile radius zone to the Eglin AFB 5-mile radius zone. The portion which coincides with the Eglin AFB control zone is excluded.

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 195° radial, extending from the 5-mile radius zone to 8.5 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; excluding the portion within a 1-mile radius of Elizabeth City Municipal Airport (latitude 36°14'45" N., longitude 76°15'35" W.). This control zone is effective from 0700 to 2200 hours, local time, daily.

AMENDMENTS 3/5/70 35 F. R. 101 (Rewritten); 7/23/70 35 F. R. 8654 (Rewritten)

Elkins, W. Va.
Within a 5-mile radius of the center 38°53'25" N., 79°51'25" W. of Elkins-Randolph County Airport, Elkins, W. Va.; and within 2 miles each side of a line bearing 037° from the Randolph County Radio Range extending from the 5-mile radius zone to 8 miles NE of the range, effective sunrise to sunset.

Elko, Nev.
Within a 5-mile radius of Elko Municipal Airport (Lat. 40°49'35" N, Long. 115°47'20" W).

Elmira, N.Y.
Within a 5-mile radius of the center of Chemung County Airport, Elmira, N.Y., 42°09'37" N., 76°53'35" W.; within 2 miles each side of the Elmira VOR 057° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the airport ILS localizer NE course extending from the 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the centerline of Runway 1 extended northerly from the 5-mile radius zone for 3 miles; within 2 miles each side of the centerline of Runway 10 extended easterly from the 5-mile radius zone for 1 mile; within 2 miles each side of the centerline of Runway 19 extended southerly from the 5-mile radius zone for 2 miles and within 2 miles each side of the centerline of Runway 28 extended westerly from the 5-mile radius zone for 4 miles.

El 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 Airman's Information Manual.

AMENDMENTS 12/10/70 35 F. R. 15908 (Added) Effective date changed to 1/7/71 .35 F. R. 16792 (Changed)

El Paso, Tex.
That airspace bounded by a line beginning at latitude 31°45'15" N., longitude 106°26'30" W.; thence clockwise along the arc of a 5-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°52'10" N., longitude 106°26'00" W.; to latitude 31°56'20" N., longitude 106°26'00" W.; thence clockwise along the arc of a 7-mile radius circle centered at latitude 31°50'55" N., longitude 106°22'45" W.; to latitude 31°47'30" N., longitude 106°16'45" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport; to latitude 31°43'15" N., longitude 106°22'20" W.; thence via the United States/Mexican Border to point of beginning.

El Toro, Calif.
Within a 5-mile radius of MCAS El Toro (latitude 33°40'34" N., longitude 117°43'50" W.); within 3.5 miles west and 3 miles east of the El Toro VOR 175° radial extending from the 5-mile radius zone to 12 miles south of the VOR, and within 2 miles each side of the El Toro VOR 225 radial extending from the 5-mile radius zone to 8 miles southwest of the VOR, excluding the portion within the Orange County, Calif., and Santa Ana, Calif., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 11/20/70 35 F. R. 17834 (Changed)

Emporia, Kans.
Within a 5-mile radius of the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.).

Enid, Okla.
That airspace within a 5-mile radius of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 2 miles W and 5 miles E of the Vance AFB ILS localizer S course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Vance AFB TACAN 185° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the Vance AFB TACAN 348° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN; and within 2 miles W and 3 miles E of the Vance AFB 17R-35L runway centerline, extending from the 5-mile radius zone to 6 miles N of Vance AFB; and within a 5-mile radius of Enid Woodring Municipal Airport (latitude 36°22'45" N., longitude 97°47'30" W.); and within 2 miles each side of the Woodring VOR
355° radial, extending from the 5-mile radius zone to 8 miles N of the VOR; and within 2 miles each side of the Woodring VOR 185° radial, extending from the 5-mile radius zone to 8 miles S of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

Ephrata, Wash.
Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'27" N., longitude 119°30'38" W.), and within 2 miles each side of the Ephrata VORTAC 223° radial, extending from the 5-mile radius zone to the VORTAC.

Erie, Pa.
Within a 5-mile radius of Erie International Airport (latitude 42°04'56" N, longitude 80°10'44" W), within 2 miles either side of the Erie VORTAC 054° radial extending from the 5-mile radius zone to the VORTAC.

Escanaba, Mich.
Within a 5-mile radius of Escanaba Municipal Airport (latitude 45°43'25" N., longitude 87°05'40" W.); within 2 miles each side of the Escanaba VORTAC 007°, 101°, and 266° radials, extending from the 5-mile radius zone to 8 miles north, east, and west of the VORTAC; and within 2 miles each side of the 349° bearing from Escanaba Municipal Airport, extending from the 5-mile radius zone to 11 miles north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Eugene, Oreg.
Within a 5-mile radius of Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.), within 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.

AMENDMENTS 12/10/70 35 F. R. 15904 (Rewritten)

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 2 miles each side of the Paine VOR 356° radial, extending from the 5-mile radius zone to 8 miles north of the VOR. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Fairbanks, Alaska (Eielson AFB).
Within a 5-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.); within 2 miles each side of the Eielson VOR 159° and 339° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the Runway 31 extended centerline, extending from the 5-mile radius zone to 5 miles NW of the NW end of Runway 31.

Fairbanks, Alaska (Fairbanks International-Wainwright AAF).
Within a 5-mile radius of Fairbanks International Airport (latitude 64°49'09" N., longitude 147°51'14" W.); within a 5-mile radius of Wainwright AAF (latitude 64°50'15" N., longitude 147°38'05" W.); within 2 miles each side of the Fairbanks localizer NE course, extending from the Fairbanks 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the Fairbanks localizer SW course, extending from the Fairbanks 5-mile radius zone to 8 miles SW of the airport; and within 2 miles each side of the Fairbanks RR E course, extending from the Wainwright 5-mile radius zone to 7 miles E of the RR.

Fairfield, Calif.
Within a 5-mile radius of Travis AFB, Fairfield, Calif. (latitude 38°15'45" N., longitude 121°55'35" W.), and within 2 miles each side of the Travis VOR 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°38'45" N., longitude 94°25'15" W.); within 2 miles each side of the 132° bearing from Fairmont Municipal Airport, extending from the 5-mile radius zone to 8 miles SE of the airport; and within 2 miles each side of the 319° bearing from Fairmont Municipal Airport, extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Fallon, Nev.
Within a 5-mile radius of NAAS Fallon (latitude 39°25'10" N., longitude 118°42'00" W.); within 2 miles each side of the NAAS Fallon TACAN 139° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 5-mile radius zone to 5.5 miles NW of the TACAN.

Falmouth, Mass.
Within a 5-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within 2 miles each side of the extended centerline of Runway 5, extending from the 5-mile radius zone to 6 miles NE of the end of Runway 5; within 2 miles each side of the Otis TACAN 030° radial, extending from the 5-mile radius zone to 8 miles NE of the TACAN; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 5 miles SE of the end of Runway 14; within 2 miles each side of the Otis TACAN 139° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the extended centerline of Runway 23, extending from the 5-mile radius zone to 5 miles SW of the end of Runway 23; within 2 miles each side of the Otis TACAN 224° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN; within 2 miles each side of the extended centerline of Runway 32, extending from the 5-mile radius zone to 5 miles NW of the end of Runway 32; within 2 miles each side of the Otis TACAN 299° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Farewell, Alaska
Within a 5-mile radius of Farewell Airport (lat. 62°30'25" N, Long. 153°53'25" W, from 0745 to 1545 hours, local time, daily.

Fargo, N. Dak.
Within a 5-mile radius of Hector Field (latitude 46°55'01" N., longitude 96°48'58" W.), within 2 miles each side of the Fargo ILS localizer N and S courses, extending from the RBN to LOM, and within 2 miles on each side of the Fargo VORTAC 009° radial, extending from the 5-mile radius zone to the VORTAC.

Farmingdale, N. Y.
Within a 5-mile radius of the center, 40°43'45" N., 73°24'45" W., of Republic Airport, Farmingdale, N. Y.; within 2 miles each side of the Babylon, N. Y., RBN 158° bearing extending from the 5-mile radius zone to 7 miles south of the RBN and within 1.5-mile radius of the center, 40°44'45" N., 73°29'35" W., of Grumman-Bethpage Airport. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

AMENDMENTS 2/28/70 35 F. R. 3879 (Changed)

Farmington, N. Mex.
Within a 5-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.); and within 2 miles each side of the Farmington VORTAC 268° radial, extending from the 5-mile radius zone to the VORTAC.

Fayetteville, Ark.
Within a 5.5-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.

AMENDMENTS 9/17/70 35 F. R. 11465 (Rewritten)

Fayetteville, N. C.
Within a 5-mile radius of Fayetteville Municipal Airport (Grannis Field) (latitude 34°59'35" N., longitude 78°52'50" W.); within 3 miles each side of Fayetteville VOR 233° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR.

AMENDMENTS 4/30/70 35 F. R. 3880 (Rewritten)

Findlay, Ohio
Within a 5-mile radius of the center, 41°00'55" N., 83°40'15" W. of Findlay Airport, Findlay, Ohio, excluding the portion within a 1-mile radius of the center, 40°57'40" N., 83°35'45" W. of Lutz Airport, Findlay, Ohio; within 2 miles each side of the Findlay VORTAC 045° radial extending from the Findlay Airport 5-mile radius to the VORTAC;
within 2 miles each side of the 178° bearing from the Findlay RBN, extending from the Findlay Airport 5-mile radius to 8 miles south of the RBN; within 2 miles each side of the 248° bearing from the Findlay RBN, extending from the Findlay Airport 5-mile radius to 8 miles west of the RBN; within a 5-mile radius of the center 40°53'15" N., 83°52'00" W. of Bluffton Flying Service Airport, Bluffton, Ohio; and within 2 miles each side of the Findlay VORTAC 051° radial and 231° radial extending from theBluffton Flying Service Airport 5-mile radius to the Findlay Airport 5-mile radius.

Flagstaff, Airz. (Pulliam Airport)
That airspace within a 5-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.), within 2 miles each side of the Flagstaff VOR 084° radial, extending from the 5-mile radius zone to 11.5 miles E of the VOR, within 2 miles each side of the Flagstaff VOR 096° radial extending from the 5-mile radius zone to 7.5 miles E of the VOR, and within 2 miles each side of the Flagstaff VOR 189° radial extending from the 5-mile radius zone to 7.5 miles S of the VOR.

Flint, Mich.
Within a 5-mile radius of Flint, Mich., Bishop Airport (latitude 42°57'55" N., longitude 83°44'30" W.), and within 2 miles each side of the Flint VORTAC 052° 075°, 187°, 219°, 280° and 351° radials extending from the 5-mile radius zone to 8 miles NE, E, S, SW, W, and N of the VORTAC.

Florence, S. C.
Within a 5-mile radius of Florence Municipal Airport (latitude 34°11'17" N., longitude 79°43'28" W.); within 3 miles each side of Florence VOR 049° and 229° radials, extending from the 5-mile radius zone to 8.5 miles northeast of the VOR.

AMENDMENTS 4/30/70 35 F. R. 3755 (Rewritten)
AMENDMENTS 1/7/71 35 F. R. 19248 (Changed)

Fort Belvoir, Va.
Within a 3-mile radius of the center, 38°42'55" N., 77°10'50" W., of the Davison AAF, Fort Belvoir, Va.; within 2 miles each side of the centerline of Runway 32 extended from the 3-mile radius zone to 5 miles northwest of the end of the runway; within 2 miles each side of the centerline of Runway 14 extended from the 3-mile radius zone to 5 miles southeast of the end of the runway.

Fort Bragg, N. C.
Within a 5-mile radius of Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.), excluding the portion within R-5311 and the portion southeast of a line extending from latitude 35°11'15" N., longitude 78°56'05" W., to latitude 35°05'55" N., longitude 79°00'50" W.

Fort Devens, Mass.
Within a 4-mile radius of the center, 42°34'15" N., 71°36'20" W., of Devens AAF, Fort Devens, Mass.; within a 1-mile radius of the center 42°38'30" N., 71°39'15" W., of Groton Airport, Groton, Mass.; within 2 miles each side of the 315° bearing from the Devens, RBN (42°34'05" N., 71°36'19" W.), extending from the 4-mile radius zone to 8 miles northwest of the RBN excluding that portion within a 1-mile radius of the center 42°31'30" N., 71°39'55" W., of Shirley Airport, Shirley, Mass. This control zone is effective from 0700 to 1900 hours, local time, Monday through Friday.

Fort Dodge, Iowa
Within a 5-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'10" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 1/8/70 34 F. R. 18850 (Rewritten)

Fort Eustis, Va.
Within a 3-mile radius of Felker AAF, Fort Eustis, Va., (latitude 37°07'55" N., longitude 76°36'30" W.), within 2 miles each side of the 320° bearing from the Felker AAF RBN (latitude 37°08'28" N., longitude 76°37'07" W.), extending from the 3-mile radius zone to 5 miles NW of the RBN, and within 2 miles each side of the Felker AAF Runway 13 extended centerline, extending from the 3-mile radius zone to 4 miles NW of the NW end of the Runway 13, excluding the portion within the Newport News, Va., control zone.

Fort Huachuca, Ariz.
Within a 5-mile radius of Libby AAF, Fort Huachuca, Ariz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 5-mile radius zone to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 5-mile radius zone to 15 miles SE of the VOR. This control zone shall be effective from 0600 to 2000 hours, local time, Monday through Friday, and from 0600 to 1800 hours, local time, Saturday and Sunday, excluding Federal legal holidays.

Fort Knox, Ky.
Within a 5-mile radius of the center, 37°54'25" N., 85°58'15" W. of Godman AAF, Fort Knox, Ky., within 2 miles each side of the 354° bearing from the Fort Knox RBN extending from the 5-mile radius zone to 7 miles N of the RBN; within 2 miles each side of the Fort Knox VOR 326° radial extending from the 5-mile radius zone to 7 miles NW of the VOR; within 2 miles each side of the Fort Knox VOR 005° radial extending from the 5-mile radius zone to 7 miles N of the VOR; within 2 miles each side of the Fort Knox VOR 167° radial extending from the 5-mile radius zone to 7 miles S of the VOR.

Fort Lauderdale, Fla.
Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'15" N., longitude 80°09'15" W.); within 3 miles each side of Fort Lauderdale VOR 084° radial, extending from the 5-mile radius zone to 10 miles east of the VOR; within 3 miles each side of Fort Lauderdale VOR 276° and 306° radials, extending from the 5-mile radius zone to 8.5 miles west and northwest of the VOR.

AMENDMENTS 7/23/70 35 F. R. 7552 (Rewritten)

Fort Leonard Wood, Mo.
That airspace within a 4-mile radius of the Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.), within 2 miles each side of the Forney AAF VOR 152° and 323° radials extending from the 4-mile radius zone to 8 miles southeast and northwest of the VOR, and within 2 miles each side of the 146° bearing from the Forney AAF RBN extending from the 4-mile radius zone to 8 miles southeast of the RBN.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18192 (Rewritten)

Fort Lewis, Wash.
Within a 5-mile radius of Gray AAF Fort Lewis, Wash. (latitude 47°04'55" N., longitude 122°34'55" W.), excluding the portions within the Tacoma, Wash. (McChord AFB), control zone and the portion east of a line 2 miles west of and parallel to the McChord AFB VOR, 182° radial. This control zone is effective from 0600 to 2200 hours local time daily.

Fort Myers, Fla.
Within a 5-mile radius of Page Field (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the 039° bearing from the Fort Myers RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Fort Myers VORTAC 213° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC.

Fort Ord, Calif.
Within a 5-mile radius of the Fritzsche AAF (latitude 36°40'55" N., longitude 121°45'40" W.), excluding the portion SW of a chord drawn between the points of INT of 5-mile radius circles centered on the Monterey Peninsula Airport and Fritzsche AAF, and the portion E of a chord drawn between the points of INT of 5-mile radius circles centered on the Salinas Municipal Airport and Fritzsche AAF. This control zone is effective from 0600 to 2400 hours, local time, daily.

Fort Polk, La.
That airspace within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 9 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 7 miles NW of the north fan marker. This control zone is effective during the dates and times established in advance by publication of Special Notices in the Airman's Information Manual.

Fort Riley, Kans.
Within a 5-mile radius of Marshall AAF, Fort Riley, Kans. (latitude 39°03'15" N., longitude 96°45'50" W.); within 2 miles each side of the Fort Riley VOR 042° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 216° bearing from the Fort Riley RBN extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within R-3602 and the portion bounded on the NE by the 318° bearing from the Fort Riley RBN and on the SE by a line 2 miles NW of and parallel to the Fort Riley VOR 042° radial.

Fort Rucker, Ala.
Within a 7-mile radius of latitude 31°18'30" N., longitude 85°42'20" W.; within 3 miles each side of Cairns, Ala., VOR 233° radial, extending from the 7-mile radius zone to 8.5 miles southwest of the VOR; within 2 miles each side of Cairns AAF Runway 36 extended centerline, extending from the 7-mile radius zone to 5 miles south of the runway end; within 3 miles each side of the 242° bearing from Lowe, Ala., NDB, extending from the 7-mile radius zone to 8.5 miles southwest of the NDB; within 3 miles each side of Hanchey, Ala., VOR 358° radial, extending from the 7-mile radius zone to 8.5 miles north of the VOR; within a 2-mile radius of Blackwell Field, Ozark, Ala. (latitude 31°25'50" N., longitude 85°37'10" W.); within a 2-mile radius of Hooper, Ala. Army Stage Field (latitude 31°24'25" N., longitude 85°41'20" W.); within a 2-mile radius of Allen, Ala., Army Stage Field (latitude 31°13'50" N., longitude 85°38'40" W.); excluding the portion within R-2103.

AMENDMENTS 8/20/70 35 F. R. 10107 (Rewritten); Corr: 35 F. R. 12271

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 (latitude 31°53'20" N., longitude 81°33'45" W.); within a 1.5-mile radius of Liberty County Airport (latitude 31°47'22" N., longitude 81°38'15" W.); within 3 miles each side of the 230° bearing from Liberty RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN; within 3 miles each side of Liberty TVOR 242° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the TVOR.

AMENDMENTS 4/2/70 35 F. R. 803 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

Fort Wayne, Ind.
Within a 5-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.) within 2 miles each side of the Fort Wayne VORTAC 038° radial extending from the 5-mile radius zone to 7 miles NE of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 228° radial extending from the 5-mile radius zone to 12 miles SW of the VORTAC, within 2 miles each side of the Fort Wayne VORTAC 265° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC; within 2 miles each side of the Fort Wayne VORTAC 320° radial extending from the 5-mile radius zone to 8 miles NW of the VORTAC.
PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18508 (Rewritten)

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 Benbrook VOR 360° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Carswell AFB TACAN 194° radial extending from the TACAN to 11.5 miles south; excluding the portion east of longitude 97°24'00" W.

AMENDMENTS 1/8/70 35 F. R. 307 (Changed)

Fort Worth, Tex. (Greater Southwest International Dallas-Fort Worth Field)
That airspace within an area bounded by a line beginning at latitude 32°48'00" N., longitude 96°59'00" W.; thence E along latitude 32°48'00" N. to and clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to latitude 32°49'40" N., W of Love Field; thence NW to latitude 32°53'15" N., longitude 96°59'35" W.; thence W along latitude 32°53'15" N. to and counterclockwise along the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field (latitude 32°49'35" N., longitude 97°02'45" W.); to longitude 96°59'00" W., SE of Greater Southwest International Dallas-Fort Worth Field; thence N along longitude 96°59'00" W. to point of beginning; within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field ILS localizer NW course, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 1-mile NW of the OM, within 2 miles each side of the Greater Southwest International Dallas-Fort Worth Field VORTAC 201° radial, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 6 miles S of the VORTAC, and within 2 miles each side of Greater Southwest International Dallas-Fort Worth Field VORTAC 322° radial, extending from the arc of a 5-mile radius circle centered on Greater Southwest International Dallas-Fort Worth Field to 7 miles NW of the VORTAC.

Fort Worth, Tex. (Meacham Field)
That airspace within a 5-mile radius of Meacham Field (latitude 32°49'00" N., longitude 97°21'35" W.); within a 5-mile radius of Carswell AFB (latitude 32°46'20" N., longitude 97°26'30" W.); and within 2 miles each side of the Meacham Field ILS localizer S course, extending from Meacham Field to 6 miles S; excluding the portion W of longitude 97°24'00" W.

Fort Yukon, Alaska
Within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N. longitude 145°15'10" W.) and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius zone to 8 miles NE of the RBN, as published by Notice to Airmen.

Franklin, Pa.
Within a 5-mile radius of the center (41°22'45" N., 79°51'40" W.) of Chess-Lamberton Airport, Franklin,Pa.; within 3 miles each side of the Franklin, Pa., VOR 001° and 181° radials extending from the 5-mile radius zone to 8.5 miles north of the VOR and within 3 miles each side of the 102° and the 282° bearings from the Franklin, Pa., RBN (41°21'51" N., 79°46'10" W.), extending from the 5-mile radius zone to 8.5 miles east of the RBN. This control zone is effective from 0800 to 2000 hours, local time, Monday through Friday; 1100 to 1700 hours, local time, Saturday and 1100 to 2000 hours, local time, Sunday.

AMENDMENTS 12/10/70 35 F. R. 16591 (Added)

Fresno, Calif. (Chandler Municipal Airport)
Within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Chandler RBN extending from the 5-mile radius zone to 8 miles SW of the RBN and within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius zone to 1.5 miles S of the VORTAC, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone will be effective from 0700 to 2300 hours, local time daily.

Fresno, Calif. (Fresno Air Terminal).
Within a 5-mile radius of Fresno Air Terminal (latitude 36° 46' 25" N., longitude 119° 42' 35" W.), within 2 miles each side of the Fresno VORTAC 143° radial, extending from the 5-mile radius zone to 15 miles SE of the VORTAC, and within 2 miles each side of the Fresno VORTAC 150° radial, extending from the 5-mile radius zone to the VORTAC.

Fullerton, Calif.
Within a 3-mile radius of Fullerton Municipal Airport (latitude 33°52'20" N., longitude 117°58'45" W.), excluding the portion within the Long Beach, Calif., control zone. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Gage, Okla.
Within a 5-mile radius of the Gage Municipal Airport (latitude 36°17'45" N., longitude 99°46'30" W.), and within 2 miles each side of the Gage VORTAC 118° radial, extending from the 5-mile radius zone to the VORTAC.

Gainesville, Fla.
Within a 5-mile radius of Gainesville Municipal Airport (latitude 29°41'22" N., longitude 82°16'28" W.) and within 2 miles each side of the Gainesville VORTAC 033° radial, extending from the 5-mile radius zone to the VORTAC.

Galena, Alaska
Within a 5-mile radius of the Galena Airport (latitude 64°44'10" N., longitude 156°56'00" W.); within 2 miles each side of the Galena VORTAC 089° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC; and within 2 miles each side of the Galena VORTAC 269° radial extending from the 5-mile radius zone to 14 miles W of the VORTAC.

Galesburg, Ill.
Within a 5-mile radius of Galesburg, Ill., Municipal Airport (latitude 40°56'24" N., longitude 90°25'46" W.); within 2 miles each side of the Galesburg VOR 019° radial extending from the 5-mile radius zone to 8 miles N of the VOR; and within 2 miles each side of the Galesburg VOR 214° radial extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Gallup, N. Mex.
That airspace within a 5-mile radius of the Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.), within 2 miles each side of the Gallup VORTAC 232° and 062° radials, extending from the 5-mile radius zone to 6.5 miles SW of the VORTAC. This control zone is effective during the dates and times published in the Airman's Information Manual.

Galveston, Tex.
Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N, Long. 94°51'35" W); within 2 miles either side of the 131° bearing from the Galveston RBN extending from the 5-mile radius zone to the RBN and within 2 miles either side of the Galveston VOR 119° radial extending from the 5-mile radius zone to the VOR.

Garden City, Kans.
Within a 5-mile radius of the Garden City Airport (latitude 37°56'09" N., longitude 100°43'47" W.), and within 2 miles each side of the 144° bearing from the Garden City RBN, extending from the 5-mile radius zone NW to the RBN, and within 2 miles each side of the Garden City VORTAC 004° and 171° radials, extending from the 5-mile radius zone to 8 miles N and S of the VORTAC.

Glasgow, Mont.
Within a 5-mile radius of Glasgow International Airport (latitude 48°12'50" N., longitude 106°37'10" W.); 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.
AMENDMENTS 7/23/70 35 F. R. 8211 (Rewritten)

Glens Falls, N. Y.
Within a 5-mile radius of the center, latitude 43°20'32" N., longitude 73°36'35" W., of Warren County Airport, Glens Falls,
N. Y.; within 2 miles each side of the centerline of Runway 30 extended from the 5-mile radius zone to 11 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 12 miles north of the end of the runway; and within 2 miles each side of the Glens Falls VOR 005° radial extending from the 5-mile radius zone to 12 miles north of the VOR.

Glenview, Ill.
Within a 5-mile radius of NAS Glenview (latitude 42°05'30" N., longitude 87°49'20" W.); within 2 miles each side of the Northbrook, Ill., VOR 131° and 163° radials, extending from the Glenview, Ill., and the Chicago, Ill. (O'Hare International Airport), 5-mile radius zones to 1 miles south and southeast of the VOR; within 2 miles each side of the Northbrook VOR 071° radial, extending from 1 mile east to 6 miles east of the VOR; within 2 miles each side of the Northbrook VOR 070° radial, extending from 6 to 11 miles east of the VOR; within 2 miles each side of the 002° 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; within 2 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of the LOM.

AMENDMENTS 4/30/70 35 F. R. 3881 (Rewritten)

Goodland, Kans.
Within a 5-mile radius of Renner Field (latitude 39°21'45" N., longitude 101°42'00" W.), and within 2 miles each side of the Goodland VORTAC 352° radial, extending from the 5-mile radius zone to 8 miles N of the VORTAC.

PENDING AMENDMENT
Goodland, Kans.
Within a 5-mile radius of Renner Field-Goodland Municipal Airport (latitude 39°22'10" N., longitude 101° 41'55" W.).

AMENDMENTS 2/4/71 35 F. R. 18192 (Rewritten)

Grand Forks, N. Dak. (International Airport)
Within a 5-mile radius of Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.), and within 2 miles each side of the Grand Forks VOR 006° and 173° radials extending from the 5-mile radius zone to 8 miles north and south of the VOR.

Grand Forks, N. Dak. (Grand Forks Air Force Base)
Within a 5-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.), within 2 miles each side of the Red River VOR 360° radial extending from the 5-mile radius zone to 1 mile NE of the VOR, and within 2 miles each side of the Red River TACAN 004° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

Grand Island, Nebr.
Within a 5-mile radius of Grand Island Municipal Airport (latitude 40°58'05" N., longitude 98°18'20" W.); within 2 miles each side of the Grand Island VORTAC 360° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; and within 2 miles each side of the Grand Island VORTAC 304° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.

Grand Junction, Colo.
Within a 5-mile radius of Walker Field, Grand Junction, Colo. (lat. 39°07'05" N. Long. 108°31'10" W). and within 2 miles either side of the Grand Junction ILS localizer NW course extending from the 5-mile radius zone to 8 miles NW of the localizer.

Grand Rapids, Mich.
Within a 5-mile radius of Kent County Airport (latitude 42°52'50" N., longitude 85°31'25" W.).

AMENDMENTS 12/10/70 35 F. R. 15905 (Rewritten)

Grandview, Mo.
Within a 5-mile radius of Richars-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 58°52'30" N., and west of longitude 94°35'50" W.

AMENDMENTS 2/9/70 35 F. R. 3029 (Rewritten)

Grant County, Wash.
Within a 5-mile radius of Grant County Airport, Moses Lake, Wash. (latitude 47°12'35" N., longitude 119°18'50" W.); within 2 miles each side of the Ephrata VOR 156° radial, extending from the 5-mile radius zone to 4 miles SE of the VOR, and within 2 miles W and 2.5 miles E of the Moses Lake ILS localizer S course, extending from the 5-mile radius zone to the Moses Lake RBN (latitude 47°06'57" N., longitude 119°16'23" W.), excluding the portion within the Ephrata Wash., control zone. This control zone shall be effective during the times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Great Falls, Montana (International Airport)
Within a 5-mile radius of Great Falls International Airport (latitude 47°29'00" N., longitude 111°22'00" W.); within 2 miles each side of the Great Falls ILS localizer south course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Great Falls VOR 222° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR; and within 2 miles each side of the Malmstrom AFB TACAN 230° radial, extending from the arc of a 5-mile radius circle centered on Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.), to 10 miles southwest of the Malmstrom AFB TACAN, excluding the portion which overlies the Great Falls (Malmstrom AFB), control zone.

Great Falls, Montana (Malmstrom Air Force Base)
Within a 5-mile radius of Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.); within 2 miles each side of the Malmstrom AFB VOR 036° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR; within 2 miles each side of the Malmstrom AFB TACAN 039° radial, extending from the 5-mile radius zone to 10 miles northeast of the TACAN; and within 2 miles each side of the Malmstrom AFB ILS localizer northeast course, extending from the 5-mile radius zone to the OM, excluding the portion southwest of a line between the INTs of the 5-mile radius zone and the 5-mile radius of Great Falls (International Airport), control zone.

Green Bay, Wis.
Within a 5-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.); within 2 miles each side of the Green Bay VORTAC 146° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Green Bay ILS localizer SW course extending from the 5-mile radius zone to the OM.

Greensboro, N. C.
Within a 5-mile radius of Greensboro/High Point/Winston-Salem Regional Airport (latitude 36°05'36" N, longitude 79°56'34" W.); within 2 miles each side of 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.

AMENDMENTS 4/30/70 35 F. R. 3880 (Rewritten)

Greenville, Miss.
Within a 5-mile radius of the Greenville Municipal Airport (latitude 33°29'05" N., longitude 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, effective from 0700 to 2000 hours, local time, daily.

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

Greenville, S. C.
Within a 5-mile radius of Greenville Municipal Downtown Airport (lat. 34°50'54" N., long. 82°21'01" W.); within a 5-mile radius of Donaldson Center Airport (lat. 34°45'17" N., long. 82°22'30" 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.

AMENDMENTS 11/12/70 35 F. R. 14076 (rewritten)

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, S. C.
Within a 5-mile radius of Greenwood County Airport (latitude 34°15'00" N., longitude 82°09'35" W.); within 3 miles each side of Greenwood VORTAC 099° and 259° radials, extending from the 5-mile radius zone to 8.5 miles east and 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 Airman's Information Manual.

AMENDMENTS 1/9/70 35 F. R. 804 (Changed); 5/28/70 35 F. R. 5530 (Rewritten)

Greenwood Village, Colo.
Within a 5-mile radius of Arapahoe County Airport (latitude 39°34'28" N., longitude 104°51'02" W.), excluding that airspace within the Denver, Colo., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 1/8/70 34 F. R. 13794 (Added)

Greer, S. C. (Greenville-Spartanburg Airport)
Within a 5-mile radius of Greenville-Spartanburg Airport (lat. 34°53'45" N., long. 82°13'04" W.); within 1 mile each side of Greenville-Spartanburg ILS localizer northeast course, extending from the 5-mile radius zone to 6.5 miles northeast of the airport; within a 5-mile radius of Donaldson Center Airport (lat. 34° 45' 17" N., long. 82°22'30" W.); within a 5-mile radius of Greenville Municipal Downtown Airport (lat. 34°50' 54" N., long. 82°21'01" W.); excluding the portion within Greenville control zone.

AMENDMENTS 11/12/70 35 F. R. 14076 (Rewritten)

Groton, Conn.
Within a 4-mile radius of the center 41°19'50" N., 72°02'50" W. of Trumbull Airport, Groton, Conn.; within 2 miles each side of the Groton VOR 047° radial extending from the 4-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the Groton VOR 202° radial extending from the 4-mile radius zone to 6.5 miles S of the VOR and within 2 miles each side of the 216° and 244° bearings from the Groton RBN extending from the 4-mile radius zone to 6.5 miles SW of the RBN. This control zone is effective from 0530 to 2200 hours Monday through Saturday and 0900 to 2200 hours Sunday, local time, and during specific dates and times established in advance by a Notice to Airmen.

Guam Island (Anderson AFB)
Within a 5-mile radius of Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.); within 2 miles each side of the Anderson TACAN 066° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN, and within 2 miles NW and 4 miles SE of the Anderson VOR 064° radial, extending from the 5-mile radius zone to the Guam Island (NAS Agana) 5-mile radius zone.

Guam Island (NAS Agana)
Within a 5-mile radius of NAS Agana (latitude 13°29'00" N., longitude 144°47'00" E.); within 4 miles NW and 2 miles SE of the Agana VOR 244° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, and within 2 miles each side of the Guam RBN 026° bearing, extending from the 5-mile radius zone to 3 miles NE of the RBN.

Gulfport, Miss.
Within a 5-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N., longitude 89°04'05" W.); within 3 miles each side of Gulfport VORTAC 050°, 129°, 213° and 325° radials, extending from the 5-mile radius zone to 8.5 miles northeast, southeast, southwest and northwest of the VORTAC; excluding the portion that coincides with the Biloxi, Miss., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 8/20/70 35 F. R. 8926 (Rewritten)

Gulkana, Alaska
Within a 5-mile radius of the Gulkana Airport (latitude 62°09'20" N., longitude 145°27'15" W.); within 3 miles each side of the Gulkana VOR 349° radial extending from the 5-mile radius zone to 13.5 miles north of the VOR; and within 2 miles each side of the Gulkana VOR 182° radial extending from the 5-mile radius zone to 8 miles south of the VOR.

Hagerstown, Md.
Within a 5-mile radius of the center, 39°42'30" N., 77°43'45" W., of Hagerstown Airport, Hagerstown, Md.; and within 2 miles each side of the Hagerstown VOR 084° and 239° radials extending from the 5-mile radius zone to 5.5 miles SW of the VOR. This control zone is effective from 0600 to 2100 hours local time, daily.

Hampton Roads, Va.
Within a 5-mile radius of Langley AFB, Hampton Roads, Va., (latitude 37°05'05" N., longitude 76°21'25" W.), within 2.5 miles NW and 2 miles SE of the Langley AFB Runway 7 ILS localizer course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the Langley AFB TACAN 078° radial, extending from the 5-mile radius zone to 6 miles E of the TACAN.

AMENDMENTS 6/24/70 35 F. R. 10287 (Changed)

Harrisburg, Pa.
Within a 5-mile radius of the center, 40°12'59" N., 76°51'03" W. of Harrisburg State Airport, Harrisburg, Pa., and within a 5-mile radius of the center, 40°11'35" N., 76°45'47" W. of Olmsted State Airport; Middletown, Pa.; within 2 miles each side of the Harrisburg VOR 100° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Harrisburg State Airport ILS localizer west course extending from the 5-mile radius zone to 2 miles east of the OM; and within 2 miles each side of the centerline of Olmsted State Airport Runway 13 extended from the Olmsted State Airport 5-mile radius zone to 5 miles southeast of the end of the runway.

AMENDMENTS 12/19/69 34 F. R. 19872 (Changed)

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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Rewritten)

Hastings, Nebr.
Within a 5-mile radius of Hastings, Nebr., Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 9.5 miles N of the airport, and within 2 miles each side of the 143° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport. The control zone shall be effective during the time established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Havre, Mont.
Within a 5-mile radius of City-County Airport (latitude 48°32'45" N., longitude 109°45'40" W.); within 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.

Hays, Kansas
Within a 5-mile radius of Hays Municipal Airport (latitude 38°50'45" N., longitude 99°16'30" W.); and within 2 miles each side of the Hays, Kansas, VOR 162° radial, extending from the 5-mile radius zone to 8 miles south of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Hayward, Calif.
Within a 5-mile radius of Hayward Air Terminal (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Oakland, Calif., control zone. This control zone is effective from 0600 to 0000 hours, local time, daily.

Hazleton, Pa.
Within a 5-mile radius of the center, 40°59'05" N., 75°59'40" W. of Hazleton Airport, Hazleton, Pa.; within 2 miles each side of the Hazleton VOR 263° and 083° radials extending from the 5-mile radius zone to 6 miles W of the VOR and within 2 miles each side of the 076° and 276° bearings from the Hazleton RBN extending from the 5-mile radius zone to 6 miles E of the RBN. This control zone is effective from 0700-2000 hours Monday thru Friday, 0700-1700 hours Saturday and 0900-2000 hours Sunday, local time, or during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Helena, Mont.
Within a 5-mile radius of Helena County - City Airport (latitude 46°36'24" N., longitude 111°59'19" W).

Hibbing, Minn.
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; and within 2½ miles each side of a 210° bearing from the Chisholm-Hibbing Airport extending from the 5-mile radius zone to 6½ miles southwest of the airport.
AMENDMENTS 12/10/70 35 F. R. 15905 (Rewritten)

Hickory, N. C.
Within a 5-mile radius of Hickory Municipal Airport (latitude 35°44'30" N., longitude 81°23'20" W.); within 2.5 miles each side of the 042° bearing from Hickory RBN (latitude 35°44'00" N., longitude 81°23'30" W.), extending from the 5-mile radius zone to 8.5 miles northeast of the RBN; within 2 miles each side of Hickory VOR 222° radial, extending from the 5-mile radius zone to the VOR.
AMENDMENTS 2/5/70 34 F. R. 18751 (Rewritten); Corr: 34 F. R. 19649

Hillsboro, Oreg.
Within a 5-mile radius of Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'30" W.), and within 2 miles each side of the Newberg, Oreg., VORTAC 007° radial, extending from the 5-mile radius zone to 8 miles S of the airport. This control zone will be effective during the time established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Hilo, Hawaii
Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (latitude 19° 43' 20" N., longitude 155° 03' 20" W.) and within 3 miles N and 2 miles S of the Hilo VOR 091° radial, extending from the 5-mile radius zone to 12 miles E of the VOR.

Hobart, Okla.
Within a 5-mile radius of the Hobart Municipal Airport (latitude 34° 59' 20" N., longitude 99° 02' 55" W.) and within 2 miles each side of the Hobart VOR 003° radial, extending from the 5-mile radius zone to the VOR.

Hobbs, N. Mex.
That airspace within a 5-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.); and within 2 miles each side of the Hobbs VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding the portion within a 1.5 mile radius of Hobbs Municipal Airport (latitude 32°46'05" N., longitude 103°12'50" W.).

Hollywood, Fla.
Within a 3-mile radius of the North Perry Airport (latitude 26°00'06" N., longitude 80°14'24" W.); excluding the portion which coincides with the Fort Lauderdale and Miami, Fla., control zones. This control zone is effective during the specific dates and time established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

Homer, Alaska
Within a 5-mile radius of Homer Airport (Lat. 59°38'35" N, Long. 151°28'55" W).
This control zone is effective from 0600 Mondays through 2145 Saturdays and from 0600 through 2145 Sundays, local time, or during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

AMENDMENTS 2/18/70 35 F. R. 3109 (Changed)

Homestead, Fla.
Within a 5-mile radius of the Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead ILS localizer SW course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Homestead TACAN 232° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Homestead ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of Homestead AFB.

AMENDMENTS 8/31/70 35 F. R. 14306 (Changed)

Honolulu, Hawaii
Within a 5-mile radius of Honolulu International Airport (latitude 21°19'35" N., longitude 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.

AMENDMENTS 10/15/70 35 F. R. 12533 (Rewritten)

Honolulu, Hawaii (Wheeler AFB)
Within a 3-mile radius of Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.), excluding the portion within R-3109. This control zone is effective from 0600 to 2200 hours, local time, daily.

Hopkinsville, Ky.
Within a 5-mile radius of the center, 36°40'25" N., 87°29'30" W. of Campbell Army Airfield, excluding the area within a 1.5-mile radius of the center, 36°37'15" N., 87°24'55" W. of Outlaw Field, Clarksville, Tenn.; within 2 miles each side of the 224° bearing from the Campbell REN extending from the 5-mile radius zone to the REN and within 2 miles each side of the Campbell TACAN 053° radial extending from the 5-mile radius zone to 6 miles northeast of the TACAN.

Hoquiam, Wash.
Within a 5-mile radius of Bowerman Field, Hoquiam, Wash. (latitude 46°58'15" N., longitude 123°56'05" W.), within 2 miles each side of the Hoquiam VORTAC 081° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Hoquiam VORTAC 080° radial, extending from the 5-mile radius zone to 20.5 miles east of the VORTAC.

Hot Springs, Ark.
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 Airman's Information Manual.

AMENDMENTS 7/23/70 35 F. R. 7177 (Rewritten)

Houghton, Mich.
Within a 5-mile radius of Houghton County Memorial Airport (latitude 47°10'10" N., longitude 88°29'20" W.); within 3 miles each side of the 020° bearing from the Houghton RBN, extending from the 5-mile radius zone to 6½ miles north of the RBN; within 3 miles each side of the Houghton VOR 308° radial, extending from the 5-mile radius zone to 9½ miles northwest of the VOR; and within 3½ miles each side of the Houghton VOR 141° radial, extending from the 5-mile radius zone to 10 miles southeast of the VOR; and within 3 miles each side of the Houghton VOR 060° radial, extending from the 5-mile radius zone to 9 miles northeast of the VOR.

AMENDMENTS 12/10/70 35 F. R. 15906 (Rewritten)

Houlton, Maine
Within a 4-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine, and within 2 miles each side of the Houlton VOR 016° radial extending from the 4-mile radius zone to 2 miles north of the VOR, excluding the airspace within Canada.

Houston, Tex. (Ellington AFB)
Within a 5-mile radius of Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.), within a 3-mile radius of Clear Lake City Stolport (latitude 29°33'27" N., longitude 95°08'21" W.), within 2 miles each side of the Ellington VOR 209° radial extending from the 5-mile radius zone to 7 miles southwest of the VOR, within 2 miles each side of the Ellington TACAN 213° radial extending from the 5-mile radius zone to 7 miles southwest of the TACAN, within 2 miles each side of the Houston VORTAC 142° radial extending from the William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.) 5-mile radius zone to 11.5 miles southeast of the VORTAC, and within 2 miles each side of the Houston VORTAC 126° radial extending from the William P. Hobby Airport 5-mile radius zone to 13.5 miles southeast of the VORTAC, excluding the portions within the Houston, Tex. (William P. Hobby), control zone.

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 Houston VORTAC 306° radial extending from the 5-mile radius zone to 6 miles NW of the VORTAC, within 2 miles each side of the Houston VORTAC 025° radial extending from the 5-mile radius zone to 6 miles NE of the VORTAC, within 2 miles each side of the Houston VORTAC 239° radial extending from the 5-mile radius zone to 6 miles SW of the VORTAC, within 2 miles each side of the Houston VORTAC 142° radial extending from the 5-mile radius zone to 11.5 miles SE of the VORTAC, and within 2 miles each side of a 223° bearing from the Houston DF station (latitude 29°38'48" N., longitude 95°16'42" W.) extending from the 5-mile radius zone to 8 miles SW of the DF station, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

Huntington, W. Va.
Within a 5-mile radius of the center, 38°22'00" N., 82°33'25" W., of Tri-State Airport (Walker-Long Field), Huntington, W. Va., including a 1-mile radius of the center, 38°25'10" N., 82°29'45" W., of Huntington-Downtown Airport, Chesapeake, Ohio; within 2 miles each side of the Tri-State Airport ILS localizer east course extending from the 5-mile radius zone to 13 miles east of the Shoals, W. Va., FM and within 2 miles each side of the Tri-State Airport ILS localizer west course extending from the 5-mile radius zone to the OM.

Huntsville, Ala.
Within a 5-mile radius of Huntsville-Madison County Airport (latitude 34°38'19" N., longitude 86°46'25" W.); within 2 miles each side of the Huntsville ILS localizer north course, extending from the 5-mile radius zone to 2.5 miles south of Capshaw RBN; within 2 miles each side of the Huntsville VOR 217° radial, extending from the 5-mile radius zone to 0.5 mile southwest of the VOR; within a 5-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 2 miles each side of the 352° bearing from Whitesburg REN extending from the 5-mile radius zone to the RBN; within 2 miles each side of the 356° bearing from Redstone REN, extending from the 5-mile radius zone to 2 miles north of the REN; 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 Howes Municipal 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.

AMENDMENTS 4/2/70 35 F. R. 2581 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

Hutchinson, Kans.
Within a 5-mile radius of Hutchinson Municipal Airport (latitude 38°03'55" N., longitude 97°51'35" W.); and within 2 miles each side of the Hutchinson VORTAC 042° radial, extending from the 5-mile radius zone to the VORTAC.

Hyannis, Mass.
Within a 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 0700 to 2300 hours, local time, daily or during the specific dates
and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airman's Information Manual.

AMENDMENTS 1/8/70 34 F. R. 18815 (Rewritten); 7/23/70 35 F. R. 8475 (Changed)
AMENDMENTS 7/23/70 35 F. R. 8475 (Changed)

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 9 miles northeast of the VOR; and within 3 miles each side of the 036° bearing from the Idaho Falls RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN.

AMENDMENTS 4/2/70 35 F. R. 3155 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465

Iliamna, Alaska
Within a 5-mile radius of the Iliamna Airport (latitude 59°45'08" N., longitude 154°54'38" W.) and within 2 miles each side of a bearing 196° from the Iliamna RBN, extending from the 5-mile radius zone to a point 12 miles S of the RBN, from 0745 to 1545 hours, local time, Friday through Tuesday, or during the specific days and times established in advance by Notice to Airmen. The effective times will thereafter be continuously published in the U. S. Government Flight Information Publication, Supplement, Alaska.
AMENDMENTS 6/24/70 35 F. R. 10287 (Changed)

Imperial Beach, Calif.
Within a 3-mile radius of NAS Imperial Beach (latitude 32°34'00" N., longitude 117°06'50" W.); that airspace W of NAS Imperial Beach within the arc of a 6-mile radius circle centered in the Imperial Beach TACAN, extending counterclockwise from a line 2 miles north of and parallel to the Imperial Beach TACAN 288° radial to the United States/Mexican Flight Information Region Boundary, excluding the portion under the jurisdiction of Mexico; and that airspace east of a NAS Imperial Beach within the arc of a 6-mile radius circle centered on the Imperial Beach TACAN, extending clockwise from a line 2 miles north of and parallel to the Imperial Beach TACAN 065° radial to the United States/Mexican Border.

Indianapolis, Ind.
Within a 5-mile radius of Indianapolis Municipal (Weir-Cook) Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within 2½ miles each side of the Indianapolis runway 13R ILS localizer northwest course, extending from the 5-mile radius zone to 14½ miles northwest of the OM; 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.
AMENDMENTS 2/5/70 35 F. R. 101 (Rewritten)

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.

AMENDMENTS 5/28/70 35 F. R. 5531 (Rewritten)

Iron Mountain, Mich.
Within a 5-mile radius of Ford Airport (latitude 45°48'55" N., longitude 88°07'00" W.); within 2½ miles each side of the Iron Mountain VOR 141° radial, extending from the 5-mile radius zone to 6½ miles southeast of the VOR; within 3 miles each side of the Iron Mountain VOR 193° radial, extending from the 5-mile radius zone to 7½ miles south of the VOR; within 3 miles each side of the 182° bearing from Ford Airport, extending from the 5-mile radius zone to 7 miles south of the airport; and within 3 miles each side of the 276° bearing from Ford Airport, extending from the 5-mile radius zone to 7 miles west of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 5/28/70 35 F. R. 5680 (Rewritten)
PENDING AMENDMENT
Iron Mountain, Mich.
Within a 5-mile radius of Ford Airport (latitude 45°48'55" N., longitude 88°06'55" W.); within 2½ miles each side of the Iron Mountain VORTAC 141° radial extending from the 5-mile radius zone to 6½ miles southeast of the VORTAC, within 3 miles each side of the Iron Mountain VORTAC 193° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC; within 3 miles each side of the 182° bearing from Ford Airport, extending from the 5-mile radius zone to 7½ miles south of the airport; within 3 miles each side of the 276° bearing from Ford Airport extending from the 5-mile radius zone to 7½ miles west of the airport; and within 3 miles each side of the Iron Mountain VORTAC 004° radial, extending from the 5-mile radius zone to 7½ 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 Airman's Information Manual.

AMENDMENTS 3/4/71 36 F. R. 215 (Rewritten)

Ironwood, Mich.
Within a 5-mile radius of Gogebic County Airport (latitude 46°31'25" N., longitude 90°07'50" W.); within 3 miles each side of the Ironwood VORTAC 108° radial, extending from the 5-mile radius zone to 12½ miles east of the VORTAC; and within 3½ miles each side of the Ironwood VORTAC 254° radial, extending from the 5-mile radius zone to 10½ 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 Airman's Information Manual.

AMENDMENTS 12/10/70 35 F. R. 14925 (Rewritten)

Islip, N. Y.
Within a 5-mile radius of the center, 40°47'50" N., 73°06'00" W., of Long Island-MacArthur Airport, Islip, N. Y.; within 2 miles each side of the Long Island-MacArthur Airport ILS localizer SW course extending from the 5-mile radius area to 1 mile NE of the OM; and within 2 miles each side of Long Island-MacArthur Airport ILS localizer NE course extending from the 5-mile radius zone to 6 miles NE of the localizer.

Ithaca, N.Y.
Within a 4-mile radius of the center 42°29'25" N., 76°27'30" W., of Tompkins County Airport, Ithaca, N. Y., within 2 miles each side of the Ithaca VOR 305° radial extending from the 4-mile radius zone to 9 miles NW of the VOR; within 2 miles each side of the Ithaca VOR 144° radial extending from the 4-mile radius zone to 7.5 miles SE of the VOR; within 2 miles each side of the Ithaca VOR 117° radial extending from the 4-mile radius zone to 7.5 miles SE of the VOR and within 2 miles each side of the Ithaca VOR 058° radial extending NE from the 4-mile radius zone to 7.5 miles NE of the VOR. This control zone is effective Monday through Friday, 0600-2300; Saturday 0600-2100; Sunday, 0900-2300 local time.

Jackson, Mich.
Within a 5-mile radius of Reynolds Airport, Jackson, Mich. (latitude 42°15'30" N., longitude 84°27'40" W.), within 2 miles each side of the Jackson VOR 044° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR, within 2 miles each side of the Jackson VOR 238° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Jackson VOR 306° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Jackson VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR.

Jackson, Miss.
Within a 5-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within 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.).

AMENDMENTS 4/2/70 35 F. R. 2645 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

Jackson, Tenn.
Within a 5-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); within 2.5 miles each side of the McKellar VOR 208° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the VOR.

Jacksonville, Fla. (International Airport)
Within a 5-mile radius of Jacksonville International Airport (latitude 30°29'16" N., longitude 81°41'20" W.); within 2 miles each side of the Jacksonville VORTAC 284° radial, extending from the 5-mile radius zone to 2 miles west of the VORTAC.

Jacksonville, Fla. (NAS Jacksonville)
Within a 5-mile radius of NAS Jacksonville (latitude 30°14'10" N., longitude 81°40'40" W.); within 2 miles each side of the 085° bearing from the Navy Cecil REN (latitude 30°13'15" N., longitude 81°52'12" W.), extending from the 5-mile radius zone to the REN; within 2 miles each side of the Navy Cecil VOR 084° radial, extending from the 5-mile radius zone to the VOR. The portion within a 5-mile radius of NAS Cecil Field (latitude 30°13'05" N., longitude 81°52'45" W.) is excluded.

Jacksonville, Fla. (NAS Cecil Field)
Within a 5-mile radius of the NAS Cecil Field (latitude 30°13'05" N., longitude 81°52'45" W.); within 2 miles each side of the Navy Cecil VOR 180° radial, extending from the 5-mile radius zone to 12 miles south of the VOR; within 2 miles each side of the 180° bearing from the Navy Cecil REN (latitude 30°13'15" N., longitude 81°52'12" W.), extending from the 5-mile radius zone to 12 miles south of the REN; and within 2 miles each side of the Navy Cecil TACAN 355° radial, extending from the 5-mile radius zone to 7 miles north of the TACAN.

Jacksonville, N. C.
Within a 5-mile radius of New River MCAS (latitude 34°42'25" N., longitude 77°26'35" W.); within 2 miles each side, expanding to 3 miles each side of the 051° bearing from New River RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN; 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; excluding the portion within R-5306C.

AMENDMENTS 6/25/70 35 F. R. 6274 (Rewritten)

Jamestown, N. Y.
Within a 5-mile radius of the center, 42°09'10"N., 79°15'30" W., of Jamestown Municipal Airport, Jamestown, N. Y.; within 2 miles each side of the Jamestown, N. Y., VOR 071° and 251° radials extending from the 5-mile radius zone to the VOR and within 2 miles each side of a 053° bearing from the Jamestown, N. Y., RBN (42°11'02" N., 79°11'15" W.) extending from the 5-mile radius zone to 7 miles northeast of the RBN. This control zone shall be in effect 0700 to 2200 hours Monday through Friday, 0700 to 1700 hours Saturdays and 0900 to 2200 hours Sundays, local time.

Jamestown, N. Dak.
Within a 5-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); within 2 miles each side of the Jamestown VORTAC 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC; and within 2 miles each side of the Jamestown VORTAC 140° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC.

Janesville, Wis.
Within a 5-mile radius of Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.), and within 2 miles each side of the Janesville VOR 038° radial, extending from the VOR to a point 11.5 miles NE of the VOR. see Airman's Information Manual for hours of designation.

Jefferson City, Mo.
Within a 5-mile radius of Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, and within 2 miles each side of the Jefferson City VOR 119° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Johnston Island, Johnston Atoll
Within a 5-mile radius of the Johnston Island AFB, Johnston Atoll (latitude 16°44'19" N., longitude 169°31'12" W.); within 2 miles each side of the extended centerline of runway 05, extending from the 5-mile radius zone to 6.5 miles NE of the Johnston Island RBN, and within 2 miles each side of the 241° bearing from the Johnston Island RBN, extending from the 5-mile radius zone to 12 miles SW of the RBN.

Johnstown, Pa.
Within a 5-mile radius of the center, 40°18'55" N., 78°50'00" W., of Johnstown-Cambria County Airport, Johnstown, Pa.; within 2 miles each side of the Johnstown VOR 044° radial extending from the 5-mile radius zone to 7 miles NE of the Johnstown VOR; within 2 miles each side of the Johnstown VOR 215° radial extending from the 5-mile radius zone to 7 miles SW of the Johnstown VOR; within 2 miles each side of the Johnstown VOR 320° radial extending from the 5-mile radius zone to 6 miles NW of the Johnstown VOR effective from 0800 to 2200 hours Sunday through Friday and 0800 to 1700 hours Saturday, all times local and during specific dates and times established in advance by a Notice to Airmen.

Jonesboro, Ark.
Within a 5-mile radius of Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.) and within 3 miles each side of the Jonesboro VOR 048° radial extending from the 5-mile radius zone to 8 miles northeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Joplin, Mo.
Within a 5-mile radius of the Joplin Municipal Airport (latitude 37°09'05" N., longitude 94° 29' 55" W.).

AMENDMENTS 12/10/70 35 F. R. 14925 (Rewritten)

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.

AMENDMENTS 10/15/70 35 F. R. 12836 (Rewritten)

Kalamazoo, Mich.
Within a 5-mile radius of Kalamazoo Municipal Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.), within 2 miles each side of the Kalamazoo VOR 001°, 167° and 229° radials, extending from the 5-mile radius zone to 7 miles N, S and SW of the VOR, and within 2 miles each side of the Kalamazoo ILS localizer S course, extending from the 5-mile radius zone to the OM. This control zone is effective from 0700 to 2300 hours, local time, daily.

Kalispell, Mont.
Within a 5-mile radius of Glacier Park International Airport, Kalispell, Mont. (latitude 48°18'49" N., longitude 114°15'16" W.).

Kaneohe, Hawaii
Within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

Kansas City, Mo.
Within a 7.5-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.) and within 2 miles each side of the Kansas City VORTAC 185° and 179° radials, extending from the 7.5-mile radius zone to the VORTAC.

Kansas City, Mo. (International Airport)
Within a 5-mile radius of Kansas City International Airport (latitude 39°18'20" N., longitude 94°43'30" W.); and within 2 miles each side of the Kansas City VORTAC 276° radial, extending from the VORTAC to 14 miles west of the VORTAC, excluding that portion which coincides with the Kansas City, Mo., and Leavenworth, Kans., control zone.

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.

AMENDMENTS 7/1/70 35 F. R. 10505 (Added)

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 Airman's Information Manual.

AMENDMENTS 7/23/70 35 F. R. 11466 (Rewritten)

Kenai, Alaska
Within a 5-mile radius of the Kenai Municipal Airport (latitude 60°34'11" N., longitude 151°14'56" W.); within 2 miles northwest and 3 miles southeast of the Kenai VOR 031° radial extending from the 5-mile radius zone to 8 miles northeast of the VOR.

Key West, Fla.
Within a 5-mile radius of the Key West International Airport (latitude 24°33'20" N., longitude 81°45'35" W.); within a 5-mile radius of the NAS, Key West (Boca Chica) (latitude 24°34'26" N., longitude 81°41'18" W.); within 2 miles each side of the 268° bearing from the Key West RBN, extending from the International Airport 5-mile radius zone to 8 miles west of the RBN; and within 2 miles each side of the Key West VORTAC 309° radial, extending from the International Airport 5-mile radius zone to 8 miles northwest of the VORTAC.

Killeen, Tex. (Fort Hood AAF)
Within a 5-mile radius of Fort Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), within 2 miles each side of the Hood VOR 352° radial extending from the 5-mile radius zone to the VOR, within a 3-mile radius of Killeen Municipal Airport (latitude 31°05'10" N., longitude 97°41'05" W.), and within 2 miles each side of the Hood VOR 219° radial extending from the 3-mile radius zone to 8 miles SW of the VOR.

Killeen, Tex. (Robert Gray AAF)
Within a 5-mile radius of Robert Gray AAF (latitude 31°04'20" N., longitude 97°49'45" W.), within 2 miles each side of the 341° bearing from the Gray RBN extending from the 5-mile radius zone to 8 miles N of the RBN, and within 2 miles each side of the Hood VOR 271° radial extending from the 5-mile radius zone to the VOR, excluding the portion within the Killeen, Tex. (Fort Hood AAF) control zone. This control zone is effective during the dates and times published in the Airman's Information Manual.

King Salmon, Alaska
Within a 5-mile radius of the King Salmon Airport (latitude 58°40'40" N., longitude 156°38'55" W.); within 2 miles each side of the King Salmon VORTAC 312° and 132° radials, extending from the 5-mile radius zone to 9.5 miles NW of the VORTAC.

Kingsville, Tex.
Within a 5-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 5-mile radius zone to 8 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Kingsville UHF RBN 187° bearing, extending from the 5-mile radius zone to 7 miles S of the UHF RBN.

Kinston, N. C.
Within a 5-mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°36'55" W.), effective from 0600 to 0030 hours, local time, daily.

Kirksville, Mo.
Within a 5-mile radius of Clarence Cannon Memorial Airport (latitude 40°05'45" N., longitude 92°32'50" W.).

Klamath Falls, Oreg.
Within a 5-mile radius of Kingsley Field (latitude 42°09'29" N., longitude 121°43'57" W.), within 4 miles east and 2 miles west of the Klamath Falls VORTAC 171° radial extending from the 5-mile radius zone to 8.5 miles south of the VORTAC, and within 2 miles each side of the Klamath Falls VORTAC 332° radial, extending from the 5-mile radius zone to 11 miles northwest of the VORTAC.

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.

AMENDMENTS 12/8/69 34 F. R. 19799 (Rewritten)

Kodiak, Alaska
Within a 5-mile radius of Navy Station Kodiak Airport (latitude 57°44'50" N., longitude 152°29'40" W.); within 2 miles each side of the Kodiak TACAN 094° radial, extending from the 5-mile radius zone to 7 miles E of the TACAN; and within 2 miles S and 2.5 miles N of the Kodiak RR E and W courses, extending from the 5-mile radius zone to 8 miles E of the RR.

Kokomo, Ind.
Within a 5-mile radius of Grissom AFB (latitude 40°38'55" N., longitude 86°09'10" W.); within 2½ miles each side of the Grissom AFB TACAN 053° radial, extending from the 5-mile radius zone to 7 miles northeast of the TACAN; within 3½ miles each side of the Grissom AFB VOR 230° radial, extending from the 5-mile radius zone to 10½ miles southwest of the VOR; within a 5-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); within 3 miles each side of the Kokomo VOR 039° radial, extending from the 5-mile radius zone to 7 miles northeast of the VOR; and within 3 miles each side of the Kokomo VOR 129° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR.

AMENDMENTS 2/5/70 35 F. R. 19871 (Added); Corr: 35 F. R. 3879

Kotzebue, Alaska
Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska, (Lat. 66°53'02" N, Long. 162°37'33" W), and within 2 miles either side of the 048° bearing from the Kotzebue RBN, extending from the 5-mile radius zone to 12 miles NE of the RBN.

Kwajalein Island, Marshall Islands
Within a 5-mile radius of the Kwajalein Island AAF (latitude 08°43' N., longitude 167°44' E.); within 2 miles each side of the Kwajalein TACAN 248° radial, extending from the 5-mile radius zone to 6 miles W of the TACAN; within 2 miles each side of the 008° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 12 miles N of the RBN; and within 2 miles each side of the 078° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 8 miles E of the RBN.

La Crosse, Wis.
Within a 5-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.), and within 2 miles each side of the 305° and 142° bearings from the La Crosse RBN, extending from the 5-mile radius zone to 8 miles NW of the RBN.

Lafayette, Ind.
Within a 5-mile radius of Purdue University Airport (latitude 40°24'45" N., longitude 86°56'15" W.).

AMENDMENTS 12/10/70 35 F. R. 15635 (Rewritten)

Lafayette, La.
That airspace within a 5-mile radius of Lafayette, La., Airport (latitude 30°12'00" N., longitude 91°59'40" W.); within 2 miles each side of the Lafayette ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM.

Lake Charles, La.
That airspace within a 5-mile radius of Lake Charles Municipal Airport (latitude 30°07'30" N., longitude 93°13'20" W.), within 2 miles each side of the Lake Charles VORTAC 259° radial extending from the VORTAC to 13 miles W of the VORTAC, within 2 miles each side of the Lake Charles ILS localizer NW course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Lake Charles ILS localizer SE course extending from the 5-mile radius zone to 7.5 miles SE of the airport.

Lakehurst, N. J.
Within a 5-mile radius of the center, 40°02'05" N., 74°21'05" W., of NAS Lakehurst (West Field), Lakehurst, N.J.; within 2 miles each side of the Navy Lakehurst UHF RBN 050° bearing extending from the 5-mile radius zone to 6.5 miles northeast of the RBN; and within 2 miles each side of the Navy Lakehurst TACAN 058° radial extending from the 5-mile radius zone to 6 miles northeast of the TACAN. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 12/18/70 35 F. R. 19172 (Changed)

Lake Tahoe, Calif.
Within a 5-mile radius of Lake Tahoe Airport (latitude 38°53'30" N., longitude 119°59'50" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

Lanai, Hawaii
Within a 5-mile radius of Lanai Airport (Lat. 20°47'30" N, Long. 156°57'00" W), from 1430 to 1815 hours local standard time, daily.

Lancaster, Pa.
Within a 5-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa., and within 2 miles each side of the Lancaster VOR 128° radial extending from the 5-mile radius zone to 7 miles SE of the VOR and within 2 miles each side of the Lancaster VOR 260° radial extending from the 5-mile radius zone to 8 miles W of the VOR from 0700 to 2300 hours, local time, daily.

Lansing, Mich.
Within a 5-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.).

Laramie, Wyo.
Within a 5-mile radius of General Brees Field, Laramie, Wyo. (latitude 41°18'50" N., longitude 105°40'25" W.); within 4 miles each side of the Laramie VORTAC 301° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.
AMENDMENTS 9/17/70 35 F. R. 11898 (Rewritten)

Laredo, Tex.
Within a 5-mile radius of Laredo AFB (latitude 27°32'35" N., longitude 99°27'40" W.), within 2 miles each side of the Laredo VORTAC 326° radial extending from the 5-mile radius zone to 16 miles northwest of the VORTAC, within 2 miles each side of the Laredo VORTAC 149° and 329° radials, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC, within 2 miles each side of the Border TACAN 185° radial extending from the 5-mile radius zone to 12 miles south of the TACAN, within 2 miles each side of the Border TACAN 337° radial extending from the 5-mile radius zone to 12 miles northwest of the TACAN, within 2 miles each side of the Border TACAN 348° radial extending from the 5-mile radius zone to 12 miles north of the TACAN, and within 2 miles each side of the Border TACAN 360° radial extending from the 5-mile radius zone to 6.5 miles north of the TACAN, excluding those portions outside the United States.

Las Vegas, N. Mex.
Within a 5-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.) and within 2 miles each side of the Las Vegas VORTAC 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VORTAC, and within 2 miles each side of the Las Vegas VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC.

Las Vegas, Nev. (McCarran Field)
Within a 5-mile radius of McCarran Field (latitude 36°05'05" N., longitude 115°09'00" W.); within 2 miles southeast and 3 miles northwest of the Las Vegas VORTAC 032° radial extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles northwest and 3 miles southeast of the Las Vegas VORTAC 214° radial extending from the 5-mile radius zone to 6 miles southwest of the VORTAC; and within 2 miles each side of the Las Vegas VORTAC 268° radial extending from the 5-mile radius zone to 6.5 miles west of the VORTAC.

Las Vegas, Nev. (Nellis AFB)
Within a 5-mile radius of Nellis AFB (Lat. 36°14'10" N, Long. 115°02'00" W), and within 2 miles SE and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.4 miles SW of the airport.

Latrobe, Pa.
Within a 5-mile radius of the center (40°16'35" N., 79°24'20" W.) of Westmoreland-Latrobe Airport, Latrobe, Pa.; within 2 miles each side of the airport localizer (40°16'04" N., 79°25'02" W.) northeast course, extending from the 5-mile radius zone to 8 miles northeast of the Latrobe REN (40°22'32" N., 79°16'19" W.); and within 2 miles each side of a line bearing 264° from a point 40°16'35" N., 79°24'20" W., extending from this point to 6 miles west. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

LaVerne, Calif.
Within a 3-mile radius of Brackett Field (latitude 34°05'30" N., longitude 117°47'00" W.), within 2 miles each side of the Pomona VOR 179° radial, extending from the 3-mile radius zone to 3 miles south of the VOR. This control zone shall be effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Lawton, Okla.
Within a 5-mile radius of Lawton Municipal Airport (latitude 34° 34'15" N., longitude 98°24'55" W.) and within a 3-mile radius of latitude 34°38'18" N., longitude 98°24'06" W.; excluding the portion within R-5601A.

Leavenworth, Kans.
Within a 5-mile radius of Sherman AAF, Leavenworth, Kans. (latitude 39°22'05" N., longitude 94°54'45" W.).

Lebanon, N. H.
Within a 5-mile radius of the center, 43°37'35" N., 72°18'10" W., of Lebanon Regional Airport, Lebanon, N.H.; within 3.5 miles each side of the Lebanon VOR 231° and 051° radials extending from the 5-mile radius zone to 8.5 miles northeast of the VOR; within 2 miles each side of the Lebanon VOR 103° radial extending from the VOR to 3.5 miles east of the VOR and within 2 miles each side of the Lebanon VOR 134° radial extending from the VOR to 4 miles southeast of the VOR; within 2 miles either side of the centerline of runway 18 extended 5.5 miles from the end of the runway.

AMENDMENTS 3/5/70 35 F. R. 803 (Changed)

Lemoore, Calif.
Within a 6-mile radius of NAS Lemoore (latitude 36° 20' 00" N., longitude 119° 57' 04" W.); within 2 miles each side of the Lemoore TACAN 336° and 356° radials, extending from the 6-mile radius zone to 8 miles NW and N of the TACAN, and within 2 miles each side of the Lemoore TACAN 156° radial, extending from the 6-mile radius zone to 8 miles SE of the TACAN.

Lewiston, Idaho
Within a 5-mile radius of Lewiston Nez-Perce Airport (latitude 46°22'34" N., longitude 117°00'53" W.), and within 2 miles each side of the Lewiston VOR 263° radial, extending from the 5-mile radius zone to the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 4/2/70 35 F. R. 943 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

Lewistown, Mont.
Within a 5-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 2 miles either side of the Lewistown VOR 090° radial, extending from the 5-mile radius zone to the VOR.

Lexington, Ky.
Within a 5-mile radius of the center, 38°02'10" N., 84°36'15" W. of Blue Grass Field, Lexington, Ky., and within 2 miles each side of the Lexington VORTAC 304° radial extending from the 5-mile radius zone to 1 mile NW of the VORTAC and within 2 miles each side of the Lexington Blue Grass ILS-localizer NE course extending from the 5-mile radius zone to 5 miles NE of the localizer.

Liberal, Kansas
Within a 5-mile radius of Liberal Municipal Airport (latitude 37°02'35" N., longitude 100°57'45" W.); within 2 miles each side of the Liberal VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; and within 2 miles each side of the Liberal VORTAC 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Lihue, Hawaii
Within a 5-mile radius of Lihue Airport (latitude 21°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.

AMENDMENTS 10/15/70 35 F. R. 12835 (Rewritten)

Limestone, Maine
Within a 5-mile radius of the center, 46°57'05" N., 67°53'10" W., of Loring AFB, Limestone, Maine, excluding the portion outside of the United States; within 2 miles each side of the Loring TACAN 168° radial extending from the 5-mile radius zone to 6.5 miles south of the TACAN; and within 2 miles each side of the Loring TACAN 348° radial extending from the 5-mile radius zone to 7 miles north of the TACAN.

Lincoln, Nebr.
Within a 6-mile radius of Lincoln Airport (latitude 40°50'45" N., longitude 96°45'20" W.); and within 2 miles each side of the Lincoln ILS localizer N course extending from the 6-mile radius to 14 miles N of the Lincoln Airport and within 2 miles either side of the Lincoln VORTAC 015° radial extending from the 6-mile radius to 8 miles N of the Lincoln VORTAC; and within 2 miles each side of the Lincoln VORTAC 187° radial extending from the 6-mile radius to 13 miles S of the Lincoln VORTAC, excluding the airspace within a 1-mile radius of Arrow airport (latitude 40°52'00" N., longitude 96°39'15" W.).

Little Rock, Ark. (Adams Field)
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.

AMENDMENTS 9/17/70 35 F. R. 11900 (Rewritten)

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 1.5 miles west of the OM, 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.

AMENDMENTS 9/17/70 35 F. R. 11900 (Rewritten)

London, Ky.
Within a 5-mile radius of the center 37°05'20" N., 84°04'27" W. of Corbin-London Memorial Airport, London, Ky., and within 2 miles each side of the London VOR 205° radial extending SW from the 5-mile radius zone for 5 miles.

Long Beach, Calif.
Within a 5-mile radius of Long Beach Municipal Airport (latitude 33°49'07" N., longitude 118°09'04" W.) within a 5-mile radius of NAS Los Alamitos, Calif. (latitude 33°47'30" N., longitude 118°02'50" W.); within 2 miles each side of the Long Beach ILS localizer NW course, extending from the Long Beach 5-mile radius zone to 5 miles NW of the localizer, excluding the portion within a 1-mile radius of Sunset Beach, Calif. Airport (latitude 33°43'08" N., longitude 118°02'13" W.).

Longview, Tex.
That airspace within a 5-mile radius of Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.); within 2 miles each side of the Gregg County VORTAC 313° radial extending from the 5-mile radius zone to 7 miles NW of the VORTAC, within 2 miles each side of the Gregg County VORTAC 149° radial extending from the 5-mile radius zone to 9 miles southeast of the VORTAC, within 2 miles each side of the Gregg County ILS localizer NW course extending
from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each side of the Gregg County ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

Los Angeles, Calif. (Hawthorne Municipal Airport)
Within a 3-mile radius of the Hawthorne Municipal Airport (latitude 33°55'20" N., longitude 118°20'05" W.), and within 2 miles on each side of the Los Angeles VOR 096° radial extending from the 3-mile radius zone to 4 miles E. of the lift-off end of Runway 7, excluding the portion N. of latitude 33°55'30" N. and W. of longitude 118°21'40" W. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Los Angeles, Calif. (Los Angeles International Airport)
Within a 5-mile radius of the Los Angeles International Airport (latitude 33°56'25" N., longitude 118°24'10" W.); within a 3-mile radius of the Hawthorne Municipal Airport, Los Angeles, Calif. (latitude 33°55'20" N., longitude 118°20'05" W.); within 2 miles each side of the Los Angeles Runway 25L ILS localizer east course, extending from the 5-mile radius zone to the Lima OM; within 2 miles each side of the Los Angeles VOR 096° radial, extending from the Hawthorne 3-mile radius zone to 4 miles E of the lift-off end of Hawthorne Municipal Airport Runway 7, excluding the portion N of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W., and excluding the portion within the Hawthorne Municipal Airport control zone.

Louisville, Ky. (Bowman Field)
Within a 5-mile radius of the center, 38°13'40" N., 85°39'45" W. of Bowman Field, Louisville, Ky., excluding the portion west of a line 2 miles east and parallel to the Standiford Field, Ky., localizer north course and excluding the portion south of a line 2 miles north and parallel to the Standiford Field, Ky., localizer east course.

Louisville, Ky. (Standiford Field)
Within a 5-mile radius of the center 38°10'33" N., 85°44'12" W. of Standiford Field, Louisville, Ky.; within 2 miles each side of the Standiford Field localizer north course, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the intersection of the Standiford Field localizer north course and the Louisville, Ky., VORTAC 328° radial; within 2 miles each side of the Standiford Field localizer south course, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the OM; within 2 miles each side of the Louisville, Ky., VORTAC 301° radial, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the Louisville, Ky., VORTAC; within 2 miles each side of the Louisville, Ky., VORTAC 331° radial, extending from the Louisville, Ky. (Bowman Field), control zone and the Louisville, Ky. (Standiford Field), 5-mile radius zone to the Louisville, Ky., VORTAC and within 2 miles each side of the Standiford Field localizer west course, extending from the Louisville, Ky. (Standiford Field), 5-mile radius zone to the intersection of the Standiford Field localizer west course and the Nabb, Indiana VOR 206° radial, excluding the portion within the Louisville, Ky. (Bowman Field), control zone.

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.

AMENDMENTS 10/30/70 35 F. R. 17247 (Changed)

Lubbock, Tex. (Reese AFB)
That airspace within a 5-mile radius of Reese AFB, Tex. (latitude 33°35'56" N., longitude 102°02'36" W.); within 2 miles each side of the Lubbock VORTAC 227° radial extending from the Reese AFB 5-mile radius zone to the VORTAC, within 2 miles each side of the Reese AFB TACAN 016° radial extending from the Reese AFB 5-mile radius zone to 8 miles north of the TACAN, within 2 miles each side of the Reese AFB ILS localizer north course extending from the Reese AFB 5-mile radius zone to 8 miles north of the TACAN, and within 2 miles each side of the Reese AFB TACAN 167° radial extending from the 5-mile radius zone to 9.5 miles south of the TACAN, excluding that portion which lies within the Lubbock Regional Airport control zone. This control zone is effective during the dates and times published in the Airman's Information Manual.

AMENDMENTS 10/30/70 35 F. R. 17247 (Changed)

Lufkin, Tex.
That airspace within a 5-mile radius of Angelina County Airport (latitude 31°14'05" N., longitude 94°45'00" W.), within 2 miles each side of the Lufkin VOR 337° radial extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the 153° bearing from the Lufkin DF station (latitude 31°13'57" N., longitude 94°45'15" W.) extending from the 5-mile radius zone to 8 miles SE of the DF station.

Lynchburg, Va.
Within a 5-mile radius of the center 37°19'40" N., 79°12'05" W., of Lynchburg-Preston Glenn Airport, Lynchburg, Va., excluding the airspace within 1-mile radius of the center 37°22'00" N., 79°07'00" W. of Falwell Airport, Lynchburg, Va., and within 2 miles each side of the ILS localizer SW course extending SW from the 5-mile radius zone for 1 mile. This control zone is effective from 0700 to 2300 hours, local time, daily.

MacDill AFB, Fla.
Within a 5-mile radius of MacDill AFB (latitude 27°51'00" N., longitude 82°30'25" W.); within a 3-mile radius of Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within 2 miles each side of the MacDill TACAN, 216° radial, extending from the 5-mile radius zone to 6 miles southwest of the TACAN, excluding the portion within the Tampa (International Airport) control zone.

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.
AMENDMENTS 6/25/70 35 F. R. 6917 (Rewritten)

Madison, Wis.
Within a 5-mile radius of Truax Field (latitude 43°08'15" N., longitude 89°20'10" W.); within 2 miles each side of the Madison ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Madison VOR 134° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR; within 2 miles each side of the Madison VOR 320° radial, extending from the 5-mile radius zone to 7 miles northwest of the VOR; and within 2 miles each side of the Madison VOR 359° radial, extending from the 5-mile radius zone to 7 miles north of the VOR.

Manchester, N. H.
Within a 5-mile radius of the center, 42°55'55" N., 71°26'20" W. of Grenier Field, Manchester, N. H.; within 2 miles each side of the 157° bearing from the Manchester RBN (42°52'12" N., 71°23'52" W.); extending from the 5-mile radius zone to 8 miles
south of the RBN; within 2 miles each side of the Manchester VOR 141° and 321° radials extending from the 5 mile radius zone to 8 miles SE of the VOR; within 2 miles each side of the Manchester VOR 325° radial extending from the 5-mile radius zone to 13 miles NW of the VOR.
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 Airman's Information Manual.
AMENDMENTS 5/28/70 35 F. R. 7786 (Changed)

Manhattan, Kans.
Within a 5-mile radius of the Manhattan, Kans., Municipal Airport (latitude 39°08'35" N., longitude 96°40' 05" W.), and within 2 miles each side of the Manhattan VOR 046° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles each side of the Manhattan VOR 147° radial, extending from the 5-mile radius zone to 11 miles SE of the VOR, and within 2 miles NE and 3 miles SW of the 127° bearing from the Manhattan RBN, extending from the 5-mile radius zone to 10 miles SE of the RBN, excluding the Fort Riley, Kans., control zone and the portion within R-3602. The control zone shall be effective during the times established by a Notice to Airmen and published continuously in the Airman's Information Manual.

Manistee, Mich.
Within a 5-mile radius of Manistee Blacker Airport (latitude 44°16'25" N., longitude 86°15'00" W.); within 2 miles each side of the Manistee VOR 274° radial, extending from the 5-mile radius zone to 13 miles west of the VOR; and within 2 miles each side of the Manistee VOR 099° radial, extending from the 5-mile radius zone to 8 miles east of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Manitowoc, Wis.
Within a 5-mile radius of Manitowoc, Wis., Municipal Airport (latitude 44°07'30" N., longitude 87°40'45" W.), within 2 miles each side of the Manitowoc VOR 343° radial extending from the 5-mile radius zone to 8 miles north of the VOR, and within 2 miles each side of the Manitowoc VOR 176° radial extending from the 5-mile radius zone to 8 miles south of the VOR. This control zone shall be effective during the times established by Notice to Airmen and continuously published in the Airman's Information Manual.

Mankato, Minn.
Within a 5-mile radius of Mankato Municipal Airport (latitude 44°13'15" N., longitude 93°55'00" W.); and within 2 miles each side of the 167° bearing from Mankato Municipal Airport, extending from the 5-mile radius zone to 8 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 Airman's Information Manual.
AMENDMENTS 7/23/70 35 F. R. 8655 (Rewritten)

Mansfield, Ohio
Within a 5-mile radius of the Mansfield Lahm Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.) and within 2 miles each side of the Mansfield Lahm Municipal Airport localizer northwest course extending from the 5-mile radius zone to 4.5 miles northwest of the localizer.

Marion, Ill.
Within a 5-mile radius of the Williamson County Airport (latitude 37°45'15" N., longitude 89°00'40" W.), within 2 miles each side of the Marion VOR 014° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles each side of the Marion VOR 209° radial extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airman's Information Manual.

Marion, Ind.
Within a 5-mile radius of Marion Municipal Airport (latitude 40°29'25" N., longitude 85°40'40" W.), and within 2 miles each side of the Marion VOR 042°, 155° and 211° radials extending from the 5-mile radius zone to 8 miles northeast, southeast, and southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

Marquette, Mich. (K. I. Sawyer AFB)
Within a 5-mile radius of K. I. Sawyer AFB (latitude 46°21'15" N., longitude 87°23'40" W.); within 2 miles each side of the K. I. Sawyer AFB ILS localizer S course extending from the 5-mile radius zone to the LOM; within 2 miles each side of the K. I. Sawyer AFB TACAN 183° radial extending from the 5-mile radius zone to 8 miles S of the TACAN; and within 2 miles each side of the K. I. Sawyer TACAN 015° radial extending from the 5-mile radius zone to 8 miles N of the TACAN.

Marquette, Mich. (Marquette County Airport)
Within a 5-mile radius of Marquette County Airport (latitude 46°32'03" N., longitude 87°33'35" W.); within 2 miles each side of the Marquette VOR 084° and 250° radials, extending from the 5-mile radius zone to 8 miles E and W of the VOR.

Martha's Vineyard, Mass.
Within a 4-mile radius of Martha's Vineyard Airport (latitude 41°23'35" N., longitude 70°36'50" W.); within 2 miles each side of the Martha's Vineyard VOR 055° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the 040° bearing from the Martha's Vineyard RBN, extending from the 4-mile radius zone to 8 miles NE of the RBN. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Martinsburg, Pa.
Within a 5-mile radius of the center, 40°17'45" N., 78°19'10" W., of Blair County Airport, Martinsburg, Pa., within 2 miles each side of the centerline of runway 2 extended from the 5-mile radius zone to 6.5 miles north of the end of the runway; and within 2 miles each side of the centerline of runway 20 extended from the 5-mile radius zone to 9 miles south of the end of the runway.

Martinsburg, W. Va.
Within a 5-mile radius of the center, 39°24'05" N., 77°59'00" W., of Martinsburg Airport, Martinsburg, W. Va.

Marysville, Calif. (Beale AFB)
Within a 5-mile radius of Beale AFB (latitude 39°08'10" N., longitude 121°26'05" W.), within 2 miles each side of the Beale VOR 162° radial, extending from the 5-mile radius zone to 4 miles south of the VOR, and within 2 miles each side of the Beale TACAN 347° radial, extending from the 5-mile radius zone to 8 miles north of the TACAN.

Marysville, Calif. (Yuba County Airport)
Within a 5-mile radius of Yuba County Airport (latitude 39°05'50" N., longitude 121°34'00" W.); within 2 miles each side of the Marysville VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR and within 2 miles each side of the Marysville VOR 343° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, excluding the portion within the Beale AFB control zone.

Mason City, Iowa
Within a 5-mile radius of Mason City, Iowa, Municipal Airport (latitude 43°09'31" N., longitude 93°19'39" W.); and within 2 miles each side of the Mason City VOR 002° radial extending from the 5-mile radius zone to 10 miles N of the VOR.

Massena, N. Y.
Within a 5-mile radius of the center, 44°56'10" N., 74°50'50" W., of Richards Field, Massena, N. Y.; within 2 miles each side of the Massena VOR 284° radial extending from the 5-mile radius zone to the VOR excluding the airspace within Canada.

Mattoon, Ill.
Within a 5-mile radius of Coles County Memorial Airport (latitude 39°28'45" N., longitude 88°17'05" W.); within 2 miles each side of the Mattoon VOR 060° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR; within 2 miles each side of the Mattoon VOR 229° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR; and 2 miles each side of the 128° bearing from Coles County Memorial Airport, extending from the 5-mile radius zone to 8 miles southeast of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual

Mayport, Fla. (NS Mayport)
Within a 5-mile radius of NS Mayport (latitude 30°23'30" N., longitude 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 041° radial, extending from the 5-mile radius zone to 6 miles northeast of the TACAN; and within 2 miles each side of the 057° bearing from the Navy Mayport RBN (latitude 30°23'36" N., longitude 81°25'34" W.), extending from the 5-mile radius zone to 8 miles northeast of the RBN.

McAlester, Okla.
Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.
Within a 5-mile radius of Miller International Airport (lat. 26°10'40" N., long. 98°14'25" W.), within 3 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius zone to 8 miles east of the VOR, and within 1.5 miles each side of the McAllen VOR 324° radial extending from the 5-mile radius zone to the Tacos Intersection excluding the portion outside the United States.

AMENDMENTS 10/15/70 35 F. R. 13117 (Rewritten)

McCook, Nebr.
That airspace within a 5-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" W.); within 2 miles each side of the 120° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles southeast of the airport; and within 2 miles each side of the 324° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

McGrath, Alaska
Within a 5-mile radius of McGrath Airport (latitude 62°57'05" N., longitude 115°36'10" W.); within 2 miles W of the McGrath VORTAC 003° radial to within 2 miles E of the McGrath VORTAC 008° radial extending from the 5-mile radius zone along the McGrath VORTAC 005° radial to 13 miles N of the VORTAC; and within 3 miles SW and 2 miles NE of the McGrath RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR.

Medford, Oreg.
That airspace within a 5-mile radius of the Medford-Jackson County Airport (latitude 42°22'15" N., longitude 122°52'20" W.), and within 2 miles W and 3 miles E of the Medford ILS localizer N course, extending from the 5-mile radius zone to 3 miles N of the OM.

Melbourne, Fla.
Within a 5-mile radius of Cape Kennedy Regional Airport (latitude 28°06'05" N., longitude 80°38'40" W.); within 2 miles each side of the 267° bearing from the Melbourne RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 2 miles each side of the Melbourne VOR 100° radial, extending from the 5-mile radius zone to 8 miles east of the VOR; within 2 miles each side of the Melbourne VOR 262° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; excluding that portion which coincides with the Cocoa, Fla. (Patrick AFB), control zone.

Memphis, Tenn.
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.).

AMENDMENTS 7/23/70 35 F. R. 7785 (Rewritten)

Memphis, Tenn. (NAS)
Within a 5-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.); within 2 miles each side of the NAS Memphis TACAN 035° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the NAS. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 11/4/70 35 F. R. 17032 (Changed)

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 Airman's Information Manual.

AMENDMENTS 4/2/70 35 F. R. 2582 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

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 Meridian RBN, extending from the 5-mile radius zone to 0.5 miles north of the RBN; within 2 miles each side of Meridian VORTAC 135° radial, extending from the 5-mile radius zone to 13 miles southeast of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 6176 (Rewritten)

Meridian, Miss. (NAAS Meridian)
Within a 5-mile radius of NAAS Meridian (latitude 32°33'27" N., longitude 88°33'33" W.); within 2 miles each side of Navy McCain TACAN 360° radial extending from the 5-mile radius zone to 7 miles N of the TACAN; within 2 miles each side of the Navy McCain TACAN 069° radial extending from the 5-mile radius zone to 7 miles E of the TACAN; within 2 miles each side of Runway 18L centerline extending from the 5-mile radius zone to 6 miles N of the airport; within 2 miles each side of Runway 27 centerline extending from the 5-mile radius zone to 6 miles E of the airport; within 2 miles E and 1 mile W of Runway 36L centerline extending from the 5-mile radius zone to 6 miles S of the airport.

Miami, Fla. (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 Airman's Information Manual.

AMENDMENTS 1/20/70 35 F. R. 1220 (Added)

Miami, Fla. (International Airport)
Within a 5-mile radius of Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within 2 miles each side of the Miami VORTAC 139° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; within 2 miles each side of the Miami Runway 9L ILS localizer west course, extending from the 5-mile radius zone to the Runway 9L LOM; and within 2 miles each side of the Miami Runway 27L ILS localizer west course, extending from the 5-mile radius zone to the intersection of the runway 27L ILS localizer west course and the Miami VORTAC 161° radial.

Miami, Fla. (Opa Locka Airport)
Within a 5-mile radius of Opa Locka Airport (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial, extending from the 5-mile radius zone to 5.5 miles east of the VORTAC; excluding the portion which coincides with the Miami (International Airport) control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter by continuously published in the Airman's Information Manual.

Miami, Fla. (Tamiami Airport)
Within a 5-mile radius of the Tamiami Airport, Fla. (latitude 25°38'49" N., longitude 80°25'59" W.).
AMENDMENTS 9/1/70 35 F. R. 14306 (Changed)

Midland, Tex.
Within a 5-mile radius of Midland-Odessa Ragional Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), and
within 2 miles each side of the Midland ILS localizer NW course, extending from the 5-mile radius zone to 7 miles NW of the airport.

Midway Island
Within a 5-mile radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); within 2 miles each side of the Midway RBN 244° bearing, extending from the 5-mile radius zone to 11 miles SW of the RBN; within 2 miles each side of the Midway TACAN 232° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within 2 miles each side of the Midway TACAN 168° radial, extending from the 5-mile radius zone to 8 miles S of the TACAN.

Miles City, Mont.
Within a 5-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 2 miles each side of the 252° bearing from the Miles City RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 2 miles each side of the Miles City VORTAC 225° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC; and within 2 miles each side of the Miles City VORTAC 057° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC.

Millinocket, Maine
Within a 5-mile radius of the center 45°38'50" N., 68°41'10" W. of Millinocket Municipal Airport, Millinocket, Maine; within 3.5 miles each side of a 094° bearing from the Millinocket RBN extending from the 5-mile radius zone to 10.5 miles east of the RBN and within 1.5 miles each side of the Millinocket VORTAC 298° radial extending from the 5-mile radius zone to the VORTAC.

AMENDMENTS 10/15/70 35 F. R. 13641 (Rewritten)

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 Airmen's Information Manual.
AMENDMENTS 1/31/70 35 F. R. 5174 (Rewritten)

Milwaukee, Wis. (General Mitchell Field)
Within a 5-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.) and within 2 miles each side of the Milwaukee ILS localizer S course, extending from the 5-mile radius to the OM; and within 2 miles each side of the Milwaukee No. 2 ILS localizer W course, extending from the 5-mile radius zone to the OM.

Milwaukee, Wis. (Timmerman Airport)
Within a 5-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.); within 2 miles each side of the Timmerman VOR 336° radial, extending from the 5-mile radius zone to 7 miles northwest of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 5-mile zone to 6 miles southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Mineral Wells, Tex.
That airspace within a 5-mile radius of Mineral Wells Airport (latitude 32°46'55" N., longitude 98°03'35" W.) S of latitude 32°48'00" N.; within a 3-mile radius of Mineral Wells Airport N of latitude 32°48'00" N.; within 2 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 5-mile radius zone to 7 miles SE of the RBN; within 2 miles each side of the Mineral Wells VORTAC 137° and 317° radials, extending from the 5-mile radius zone to 7 miles SE of the VORTAC, and within 2 miles each side of the extended centerline of Runways 13-31 extending from the airport to 3.5 miles NW.

Minneapolis, Minn.
Within a 5-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13'15" W.); within 2 miles each side of the Minneapolis MSP-ILS localizer front and back courses, extending from the 5-mile radius zone to the MS-OM and to 16 miles northwest of the MS-OM; within 2 miles each side of the Minneapolis APL-ILS localizer front and back courses, extending from the 5-mile radius zone to the AP-OM and to 12 miles northeast of the AP-OM; within 2 miles each side of the 301° bearing from the MS-OM, extending from the 5-mile radius zone to the MS-OM; and within 2 miles each side of the 304° bearing from the MS-OM, extending from the 5-mile radius zone to 14 miles northwest of the MS-OM.
PENDING AMENDMENT
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.

AMENDMENTS 3/4/71 36 F. R. 215 (Rewritten)

Minneapolis, Minn. (Crystal Airport)
Within a 5-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'20" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.
PENDING AMENDMENT
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 Airman's Information Manual.

AMENDMENTS 3/4/71 36 F. R. 215 (Rewritten)

Minneapolis, Minn. (Flying Cloud Airport)
Within a 5-mile radius of Flying Cloud Airport (latitude 44°49'30" N., longitude 93°27'45" W.); within 2 miles each side of the Flying Cloud VOR 292° radial, extending from the 5-mile radius zone to 7 miles west of the VOR; and within 2 miles each side of the Flying Cloud VOR 179° radial, extending from the 5-mile radius zone to 7 miles south of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

PENDING AMENDMENT
Minneapolis, Minn. (Flying Cloud)
Within a 5-mile radius of Flying Cloud Airport (latitude 44°49'30" N., longitude 93°27'45" W.); within 2½ miles each side of the Flying Cloud VOR 292° radial, extending from the 5-mile radius zone to 7½ miles west of the VOR; and within 2½ miles each side of the Flying Cloud VOR 179° radial extending from the 5-mile radius zone to 6½ 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 times will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/4/71 36 F. R. 215 (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.

AMENDMENTS 10/15/70 35 F. R. 12751 (Rewritten)

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.

AMENDMENTS 10/15/70 35 F. R. 12751 (Rewritten)

Miramar, Calif.
Within a 5-mile radius of NAS Miramar (Lat. 32°52'30" N, Long. 117°08'15" W) and within 2 miles either side of the NAS Miramar TACAN 078° radial extending from the 5-mile radius zone to 12 miles E of the TACAN, excluding the area S of Lat. 32°49'30" N.

Missoula, Mont.
Within a 5-mile radius of Johnson-Bell Airport (latitude 46°55'00" N., longitude 114°05'15" W.).

Mitchell, S. Dak.
Within a 5-mile radius of Mitchell Municipal Airport (latitude 43°46'25" N., longitude 98°02'30" W.); within 3 miles each side of the Mitchell VOR 149° radial, extending from the 5-mile radius zone to 7½ miles southeast of the VOR; and within 3 miles each side of the Mitchell VOR 300° radial, extending from the 5-mile radius zone to 7½ miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Mobile, Ala. (Bates Field)
Within a 5-mile radius of Bates Field (latitude 30°41'17.7" N., longitude 88°14'26.6" W.); within 1.5 miles each side of Mobile VORTAC 113° radial, extending from the 5-mile radius zone to 2 miles southeast of the VORTAC.

AMENDMENTS 4/30/70 35 F. R. 4257 (Rewritten)

Modesto, Calif.
Within a 5-mile radius of the Modesto City-County Airport, Modesto, Calif. (latitude 37°37'35" N., longitude 120°57'15" W.); within 2 miles each side of the Modesto VOR 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 Airman's Information Manual.

AMENDMENTS 10/15/70 35 F. R. 13362 (Rewritten)

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 3½ miles west of the VORTAC, from 0700 to 1200 hours and from 1400 to 1800 hours local time daily.

Monroe, La.
That airspace within a 5-mile radius of Selman Field, Monroe, La. (latitude 32°30'30" N., longitude 92°02'20" W.).

Montague, Calif.
Within a 5-mile radius of Siskiyou County Airport (latitude 41°46'55" N., longitude 122°28'00" W.); within 2 miles each side of the Siskiyou TACAN 194° radial, extending from the 5-mile radius zone to 7 miles south of the TACAN; and within 2 miles each side of the Siskiyou TACAN 014° radial, extending from the 5-mile radius zone to 6.5 miles north of the TACAN, excluding the airspace within a 1-mile radius of Montague-Yreka Airport (latitude 41°43'50" N., longitude 122°32'45" W.).

Monterey, Calif.
Within a 5-mile radius of the Monterey Peninsula Airport (latitude 36°35'20" N., longitude 121°51'00" W.), and within 2 miles each side of the 317° bearing from the Monterey ILS LMM, extending from the 5-mile radius zone to 7 miles NW of the LMM, excluding the portion within the Fort Ord, Calif., control zone.

Montgomery, Ala.
Within a 5-mile radius of Dannelly Field (latitude 32°18'00" N., longitude 86°23'36" W.); within 1.5 miles each side of Dannelly Field ILS localizer west course, extending from the 5-mile radius zone to 1.5 miles east of the LOM; within 2.5 miles each side of Montgomery VORTAC 311° radial, extending from the 5-mile radius zone to 15.5 miles northwest of the VORTAC; within a 5-mile radius of Maxwell AFB (latitude 32°22'48" N., longitude 86°21'55" W.); within 2 miles each side of Maxwell TACAN 333° radial, extending from the 5-mile radius zone to 8.5 miles northwest of the TACAN.

AMENDMENTS 8/20/70 35 F. R. 10145 (Rewritten)

Montpelier, Vt.
Within a 5-mile radius of the center, 44°12'15" N., 72°33'45" W., of Edward F. Knapp (Barre-Montpelier) State Airport, Barre-Montpelier, Vt.; within 2 miles each side of the Montpelier VOR 160° radial extending from the 5-mile radius zone to 8 miles south of the VOR within 2 miles each side of the centerline of Runway 23 extended from the 5-mile radius zone to 8 miles southwest of the end of Runway 23.

AMENDMENTS 8/22/70 35 F. R. 13425 (Changed)

Montrose, Colo.
That airspace within a 5-mile radius of the Montrose County Airport (latitude 38°29'55" N., longitude 107°53'35" W.), and within 4 miles each side of the Montrose, Colo., VOR 313° radial extending from the 5-mile radius zone to 14 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Morgantown, W. Va.
Within a 5-mile radius of the center of Morgantown Airport, Morgantown, W. Va.; 39°38'28" N., 79°54'59" W. and within 2 miles each side of the Morgantown VOR 332° radial extending southerly from the 5-mile radius to the VOR; within 2 miles each side of the 168° bearing from the Morgantown RBN extending northerly from the 5-mile radius zone to the RBN; within 2 miles each side of the centerline of Runway 18 extended south for 8.5 miles from the end of the runway.

Morristown, N. J.
Within a 5-mile radius of Morristown Airport (latitude 40°47'50" N., longitude 74°25'05" W.) excluding that portion within a 1-mile radius of Hanover Airport, Hanover, N. J. (latitude 40°50'20" N., longitude 74°20'45" W.); and within 2 miles each side of the 204° bearing from the Chatham, N. J. RBN, extending from the 5-mile radius zone to 7 miles SW of the RBN. This control zone is effective from 0700 to 2300 hours, local time, daily.

Mosinee, Wis.
Within a 5-mile radius of Central Wisconsin Airport (latitude 44°46'35" N., longitude 89°40'00" W.); within 1½ miles each side of the Wausau, Wis., VOR 219° radial, extending from the 5-mile radius zone to the VOR; within 3½ miles each side of the 242° bearing from Central Wisconsin Airport extending from the 5-mile radius zone to 10½ miles west of the airport; and within 3½ miles each side of the 087° bearing from Central Wisconsin Airport, extending from the 5-mile radius zone to 10½ miles east of the airport, excluding the portion which overlies the Wausau, Wis., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 1/8/70 34 F. R. 18852 (Added)

Moultrie, Ga.
Within a 5-mile radius of Moultrie-Thomasville Airport (latitude 31°04'58" N., longitude 83°48'15" W.); within 2 miles each side of the Moultrie VOR 230° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR; within 2 miles each side of the Moultrie VOR 199° radial, extending from the 5-mile radius zone to 11.5 miles south of the VOR; within a 5-mile radius of Spence AF Auxiliary Field (latitude 31°08'26" N., longitude 83°42'24" W.), effective from 0700 to 2245, local time, daily.

Mountain Home, Idaho
Within a 5-mile radius of Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.); within 2 miles each side of the extended centerline of Runway 12, extending from the 5-mile radius zone to 7.5 miles SE of the SE end of Runway 12; within 2 miles each side of the extended centerline of Runway 30, extending from the 5-mile radius zone to 7.5 miles NW of the NW end of Runway 30; within 2 miles each side of the Mountain Home TACAN 129° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN, and within 2 miles each side of the Mountain Home TACAN 321° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Mountain View, Calif. (Moffett Field NAS)
Within a 5-mile radius of Moffett Field NAS (latitude 37°24'55" N., longitude 122°02'50" W.), within a 3-mile radius of Palo Alto, Calif. Airport (latitude 37°27'40" N., longitude 122°06'50" W.) within 2.5 miles southwest and 2 miles northeast of the Moffett TACAN 157° radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN and within 2 miles each side of the San Jose VOR 319° radial, extending from the VOR to 8 miles northwest of the VOR, excluding the portion southeast of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W., and the portion within the Palo Alto control zone when it is effective.

Mt. Clemens, Mich.
Within a 5-mile radius of Selfridge AFB, Mt. Clemens, Mich.) (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 2 miles each side of the Selfridge AFB ILS localizer N and S courses, extending from the 5-mile radius zone to 8 miles N and 8 miles S of Selfridge AFB, and within 2 miles each side of the Selfridge AFB TACAN 353° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN.

Mount Vernon, Ill.
Within a 5-mile radius of Mount Vernon-Outland Airport (latitude 38°19'20" N., longitude 88°51'35" W.); within 2 miles each side of the Mount Vernon VOR 046° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR; and within 2 miles each side of the Mount Vernon VOR 227° radial extending from the 5-mile radius zone to 17 miles southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Muncie, Ind.
Within a 5-mile radius of Delaware County-Johnson Field (latitude 40°14'25" N., longitude 85°23'45" W.); within 2½ miles each side of the Muncie VOR 125° radial, extending from the 5-mile radius zone to 6½ miles southeast of the VOR; within 2½ miles each side of the Muncie VOR 017° radial, extending from the 5-mile radius zone to 6½ miles north of the VOR; and within 3½ miles each side of the Muncie VOR 320° radial, extending from the 5-mile radius zone to 10 miles northwest of the VOR, from 0700 to 2300 hours local time daily.

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

Muscle Shoals, Ala.
Within a 5-mile radius of Muscle Shoals Airport (latitude 34°44'41" N., longitude 87°36'39" W.).

Muskegon, Mich.
Within a 5-mile radius of Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 2 miles each side of the Muskegon ILS localizer northwest course, extending from the 5-mile radius zone to 17 miles northwest of the OM; and within 2 miles each side of the Muskegon VORTAC 271° radial extending from the 5-mile radius zone to the VORTAC.

Myrtle Beach, S. C.
Within a 5-mile radius of Myrtle Beach Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 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 Airman's Information Manual.

AMENDMENTS 5/28/70 35 F. R. 4613 (Rewritten)

Myrtle Beach AFB, S. C.
Within a 5-mile radius of Myrtle Beach AFB (latitude 33°40'45" N., longitude 78°55'45" W.); within 2.5 miles each side of the 167° bearing from Conway RBN, extending from the 5-mile radius zone to the RBN.

AMENDMENTS 5/28/70 35 F. R. 4613 (Rewritten)
AMENDMENTS 9/17/70 35 F. R. 12533 (Rewritten)

Nantucket, Mass.
Within a 4-mile radius of Nantucket Memorial Airport, Nantucket, Mass. (latitude 41°15'15" N., longitude 70°03'40" W.), and within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR.

Napa, Calif.
Within a 3-mile radius of Napa County Airport (latitude 38°12'55" N., longitude 122°16'45" W.), from 0700 to 2300 hours, local time, daily.

Nashville, Tenn.
Within a 5-mile radius of Nashville Metropolitan Airport (latitude 36°07'36" N., longitude 86°40'58" W.); within 1 mile each side, expanding in width to 3 miles each side of Nashville ILS localizer north course, extending from the 5-mile radius zone to 8.5 miles north of Nashville VORTAC 344° radial; within 1.5 miles each side of Nashville ILS localizer south course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of Nashville VORTAC 315° radial, extending from the 5-mile radius zone to the VORTAC; excluding the portion within a 1-mile radius of Cornelia Fort Airpark Monday through Friday, except Federal legal holidays.

AMENDMENTS 4/30/70 35 F. R. 4257 (Rewritten)

Needles, Calif.
Within a 5-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.), and within 2 miles each side of the Needles VORTAC 272° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

Nenana, Alaska
Within a 5-mile radius of the Nenana Airport (latitude 64°32'50" N., longitude 149°04'35" W.); and within 2 miles each side of the Nenana RR SE course extending from the 5-mile radius zone to 8 miles SE of the RR. This control zone is effective from 0600 Sunday through 2200 Friday and from 0600 through 2200 Saturday, local time, or during the specific days and times established in advance by Notice to Airman. The effective times will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

AMENDMENTS 2/18/70 35 F. R. 3109 (Changed)

Newark, N. J.
Within a 5-mile radius of Newark Airport (latitude 40°41'35" N., longitude 74°10'15" W.); within 2.5 miles W and 2 miles E of the Newark localizer SW course, extending from the 5-mile radius zone to 1.5 miles SW of the OM; within 2 miles each side of the Newark localizer NE course, extending from the 5-mile radius zone to the Teterboro Airport (latitude 40°51'05" N., longtiude 74°03'40" W.) 5-mile radius zone; and within 2 miles each side of the 254° bearing from the lift-off end of Runway 29, extending from the 5-mile radius zone to 5 miles SW of the runway.

New Bedford, Mass.
Within a 5-mile radius of the New Bedford Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.). This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established in advance by a NOtice to Airmen which thereafter will be continuously published in the Airman's Information Manual.

New Bern, N. C.
Within a 5-mile radius of Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'35" W.); within 2.5 miles each side of New Bern VOR 221° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR.

AMENDMENTS 2/5/70 34 F. R. 19026 (Rewritten)

Newburgh, N. Y.
Within a 5-mile radius of the center, 41°30'05" N., 74°05'45" W. of Stewart Airport, Newburgh, N. Y., and within 2.5 miles each side of the 078° bearing from the Stewart RBN (41°29'09" N., 74°13'44" W.), extending from the 5-mile radius zone to the RBN. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 7/9/70 35 F. R. 11017 (Rewritten)

New Haven, Conn.
Within a 4-mile radius of the center, 41°15'51" N., 72°53'11" W., of Tweed-New Haven Airport, New Haven, Conn.; within 2 miles each side of the centerline of Runway 2 extended from the 4-mile radius zone to 4 miles north of the end of the runway; and within 2 miles each side of the New Haven VOR 192° radial extending from the 4-mile radius zone to 7 miles south of the VOR. This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established by a Notice to Airmen which thereafter will be continuously published in the Airman's Information Manual.

New Orleans, La. (New Orleans Airport)
Within a 5-mile radius of New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.), excluding the portion W of longitude 90°04'03" W.

New Orleans, La. (New Orleans-International Airport-Moisant Field).
Within a 5-mile radius of New Orleans International Airport (latitude 29°59'25" N., longitude 90°15'15" W.); within 2 miles each side of the New Orleans ILS localizer W course extending from the 5-mile radius zone to 2 miles E of the LOM; within 2 miles each side of the New Orleans VORTAC 085° radial extending from the VORTAC to 7 miles E; within 2 miles each side of the New Orleans VORTAC 243° and 063° radials extending from the 5-mile radius zone to 1 mile NE of the VORTAC, excluding that portion E of longitude 90°04'03" W.

New Orleans, La. (NAS New Orleans-Alvin Callender Field)
That airspace within a 5-mile radius of NAS New Orleans-Alvin Callender Field (latitude 29°49'40" N., longitude 90°01'25" W.); within 2 miles each side of the 241° bearing from the Navy New Orleans RBN, extending from the 5-mile radius zone to 12 miles SW of the RBN, within 2 miles each side of the 131° bearing from the Navy New Orleans RBN, extending from the 5-mile radius zone to 12 miles SE of the RBN, and within 2 miles each side of the Harvey VOR 053° radial extending from the 5-mile radius zone to 6 miles NE of the VOR.

Newport News, Va.
Within a 5-mile radius of Patrick Henry Airport, Newport News, Va., (latitude 37°07'47" N., longitude 76°29'46" W.), and within 2 miles each side of the Patrick Henry Airport ILS localizer SW course, extending from the 5-mile radius zone to 7 miles SW of the OM, excluding the portion within the Hampton Roads, Va., control zone.

New York, N. Y. (La Guardia Airport)
Within a 5-mile radius of La Guardia Airport (latitude 40°46'30" N., longitude 73°52'20" W.); and within 2 miles each side of the La Guardia VOR 034° radial, extending from the 5-mile radius zone to 5.5 miles NE of the VOR, excluding the portion within the John F. Kennedy International Airport control zone.

New York, N. Y. (John F. Kennedy International Airport)
Within a 5.5-mile radius of the John F. Kennedy International Airport (latitude 40°38'20" N., longitude 73°47'10" W.); within a 5-mile radius of NAS New York, N. Y. (latitude 40°35'40" N., longitude 73°53'30" W.); within 2 miles each side of the John F. Kennedy International Airport NE localizer course, extending from the 5.5-mile radius zone to the NE OM; within 2 miles each side of the Kennedy VORTAC 037° radial, extending from the 5.5-mile radius zone to 8 miles NE of the VORTAC; within 2 miles each side of the Kennedy VORTAC 129° radial, extending from the 5.5-mile radius zone to 6 miles SE of the VORTAC; within a 9-mile radius of the John F. Kennedy International Airport, extending clockwise from a line 2 miles E of and parallel to the Kennedy VORTAC 141° radial to a line 2 miles W of and parallel to the Kennedy VORTAC 242° radial; within 2 miles each side of the John F. Kennedy International Airport SW localizer course, extending from the 5.5-mile radius zone to 8 miles SW of the OM-RBN; within 2 miles each side of the Canarsie VOR 030° radial, extending from the VOR to 4.5 miles NE of the VOR; and within 2 miles each side of the 182° bearing from the Navy N. Y. RBN, extending from the NAS N. Y. 5-mile radius zone to 8 miles S of the RBN.

Niagara Falls, N. Y.
Within a 5-mile radius of Niagara Falls International Airport (latitude 43°06'20" N., longitude 78°56'55" W.), and within 2 miles each side of Niagara Falls ILS localizer E course, extending from the 5-mile radius zone to the OM, excluding the portion outside the United States.

Nome, Alaska
Within a 5-mile radius of Nome FAA Airport (latitude 64°31' N., longitude 165°27' W.); within 2 miles each side of the Nome RR E course, extending from the 5-mile radius zone to 10 miles E of the RR; within 2 miles each side of the Nome VOR 107° and 287° radials, extending from the 5-mile radius zone to 8 miles E of the VOR.

Norfolk, Nebr.
Within a 5-mile radius of Karl Stefan Memorial Airport (latitude 41°59'05" N., longitude 97°26'10" W.); and within 2 miles each side of the Norfolk VOR 022°, 144°, 195° and 318° radials, extending from the 5-mile radius zone to 8 miles southeast, south, northwest and northeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Norfolk, Va. (Norfolk Regional)
Within a 5-mile radius of the center, 36°53'45" N., 76°12'15" W., of Norfolk Regional Airport, Norfolk, Va., excluding the northwest portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va. (NAS Norfolk), control zone.

Norfolk, Va. (NAS Norfolk)
Within a 5-mile radius of the center, 36°56'15" N., 76°17'15" W. of NAS Norfolk, Norfolk, Va., excluding the southeastern portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va. (Norfolk Regional), control zone.

North, S. C.
Within a 5-mile radius of North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.) and within 2 miles each side of the North AFAF TACAN 234° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

North Bend, Oreg.
Within a 5-mile radius of North Bend Municipal Airport (latitude 43°25'00" N., longitude 124°14'45" W.); within 2 miles each side of the North Bend VORTAC 044° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 111° radial, extending from the 5-mile radius zone to 4.5 miles east of the VORTAC, and within 2 miles each side of a 337° bearing from the North Bend RBN extending from the 5-mile radius zone to 8 miles northwest of the RBN.

North Philadelphia, Pa.
Within a 5-mile radius of North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within 2 miles each side of the North Philadelphia VOR 234° radial, extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the 048° bearing from the North Philadelphia RBN, extending from the 5-mile radius zone to 6 miles NE of the RBN, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Willow Grove, Pa., control zone.

North Platte, Nebr.
Within a 5-mile radius of Lee Bird Field (latitude 41°07'35" N., longitude 100°41'50" W.); within 2 miles each side of the North Platte VOR 029° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 186° bearing from North Platte RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; and within 2 miles each side of the 131° bearing from Lee Bird Field, extending from the 5-mile radius zone to 10 miles southeast of the airport.

Northway, Alaska
Within a 5-mile radius of Northway Airport (latitude 62° 57' N., longitude 141° 55' W.), and within 2 miles each side of Northway RR NW course, extending from the 5-mile radius zone to 8 miles NW of the RR.

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 153° bearing and 333° bearing from the Norwood, 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 0800 to 2000 hours, local time, or during the specific times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airman's Information Manual.

AMENDMENTS 6/1/70 35 F. R. 8348 (Added); Corr: 35 F. R. 8739

Oakland, Calif.
Within a 5-mile radius of Metropolitan Oakland International Airport (latitude 37°43'15" N., longitude 122°13'20" W.) excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the NAS Alameda, Calif., control zone; within a 5-mile radius of Hayward Air Terminal, Hayward, Calif. (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Hayward control zone when it is effective.

Oceana, Va.
Within a 5-mile radius of NAS Oceana, Va., (latitude 36°49'30" N., longitude 76°01'50" W.), within 2 miles each side of the 034° bearing from the Navy Fentress RBN, extending from the 5-mile radius zone to the RBN. within 2 miles each side of the NAS Oceana TACAN 225° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN, and within a 3-mile radius of ALF Fentress (latitude 36°41'45" N., longitude 76°08'05" W.). excluding the portion within R-6606.

Ogden, Utah (Hill AFB)
Within a 5-mile radius of Hill AFB (latitude 41°07'25" N., longitude 111°58'20" W.); within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion within the Ogden (Ogden Municipal Airport) control zone when it is effective.

Ogden, Utah (Ogden Municipal Airport)
Within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion S of a line extending from latitude 41°08'10" N., longitude 112°04'00" W., to latitude 41°11'00" N., longitude 111°55'00" W., from 0600 to 2200 hours, local time, daily.

Oklahoma City, Okla. (Tinker AFB)
That airspace within a 5-mile radius of Tinker AFB (latitude 35°24'50" N., longitude 97°23'35" W.); within 2 miles each side of the Tinker AFB VOR 357° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the Tinker AFB TACAN 001° radial extending from the 5-mile radius zone to 9.5 miles north of the TACAN; within 2 miles each side of the Tinker AFB ILS south course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Tinker AFB VOR 187° radial extending from the 5-mile radius zone to 8 miles south of the VOR; and within 2 miles each side of the Tinker AFB TACAN 187° radial extending from the 5-mile radius zone to 6 miles south of the TACAN.

Oklahoma City, Okla. (Wiley Post Airport)
Within a 5-mile radius of Wiley Post Airport (latitude 35°32'05" N., longitude 97° 38'40" W.), and within 2 miles each side of the Oklahoma City VORTAC 050° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion S of a line extending through latitude 35°26'33" N., longitude 97°46'21" W., and latitude 35°28'00" N., longitude 97°36'05" W.

Oklahoma City, Okla. (Will Rogers World Airport)
Within a 5-mile radius of Will Rogers World Airport (latitude 35°23'45" N., longitude 97°36'30" W.), within 2 miles each side of the Oklahoma City ILS localizer N course, extending from the 5-mile radius zone to the Tulakes, Okla. RBN, within 2 miles SW and 3.5 miles NE of the Oklahoma City VORTAC 107° radial extending from the 5-mile radius zone to the VORTAC, within 2 miles each side of the Oklahoma City ILS localizer S course, extending from the 5-mile radius zone to the OM, excluding that portion which coincides with the Oklahoma City (Wiley Post Airport) control zone.

Olathe, Kans.
Within a 5-mile radius of the Johnson County, Kansas Airport (lat. 38°51'00" N., long. 94°44'15" W.); and within 2½ miles each side of the 183° bearing from Johnson County Airport, extending from the 5-mile radius zone to 6½ 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 Airman's Information Manual.

AMENDMENTS 12/10/70 35 F. R. 16241 (Added)

Old Town, Maine.
Within a 3-mile radius of Old Town Municipal Airport (latitude 44°57'10" N., longitude 68°40'15" W.); within 2 miles each side of the Bangor VORTAC 052° radial extending from the VORTAC to the 3-mile radius zone; within 2 miles each side of the Bangor VORTAC 050° radial extending from the 3-mile radius zone to 23 miles northeast of the VORTAC; and within 2 miles each side of a 028° bearing and a 208° bearing from the Old Town, Maine, REN, 45°00'24" N., 68°38'02" W., extending from the 3-mile radius zone to 7 miles northeast of the REN, excluding that portion which coincides with the Bangor, Maine, control zone.

Olympia, Wash.
Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'15" N., longitude 122°54'00" W.); within 4 miles each side of the Olympia VORTAC 195° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC, and within 2 miles each side of the Olympia VORTAC 010° radial, extending from the 5-mile radius zone to 5.5 miles north of the VORTAC. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 1/3/70 34 F. R. 18850 (Rewritten)

Omaha, Nebr. (Eppley Field)
Within a 5-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); and within 2 miles each side of the Eppley Field ILS localizer NW course extending from the 5-mile radius zone to 8 miles NW of the OM; and within 2 miles each side of the Eppley Field ILS localizer SE course extending from the 5-mile radius zone to 7 miles SE of the airport; and within 2 miles each side of the Omaha VORTAC 318° radial extending from the 5-mile radius zone to a point 7 miles SE of the airport.

Omaha, Nebr. (Offutt AFB)
Within a 5-mile radius of Offutt AFB (latitude 41°07'20" N., longitude 95°54'35" W.); within 2 miles each side of the Offutt AFB TACAN 307° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN; within 2 miles each side of the Offutt AFB VOR 310° radial, extending from the 5-mile radius zone to 1 mile northwest of the VOR; and within 2 miles each side of the Offutt AFB ILS localizer southeast course, extending from the 5-mile radius zone to the OM.

Ontario, Calif.
Within a 5-mile radius of Ontario International Airport (latitude 34°03'25" N., longitude 117°36'30" W.); within 2 miles each side of the Ontario ILS localizer E course, extending from the 5-mile radius zone to 3 miles E of the OM, excluding the portion within a 1-mile radius of Chino, Calif., Airport (latitude 33°58'30" N., longitude 117°38'10" W.).

Orlando, Fla.(Herndon 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 McCoy AFB (lat. 28°25'55" N., long. 81°19'15" W.).

AMENDMENTS 11/12/70 35 F. R. 14076 (Rewritten)

Orlando, Fla. (McCoy AFB)
Within a 5-mile radius of McCoy AFB (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 Orlando (Herndon Airport) (lat. 28°32'40" N., long. 81°19'55" W.) control zone.

AMENDMENTS 1/29/70 34 F. R. 18159 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14076 (Rewritten)

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.

AMENDMENTS 1/7/71 35 F. R. 17034 (Rewritten)

Ottumwa, Iowa
Within a 5-mile radius of Ottumwa Municipal Airport (Lat. 41°06'25" N, Long. 92°26'50" W) and within 2 miles either side of the Ottumwa VORTAC 309° radial extending from the 5-mile radius zone to the VORTAC.

Owensboro, Ky.
Within a 5-mile radius of the center of Owensboro-Daviess County Airport, Owensboro, Ky., 37°44'32" N., 87°09'57" W. and within 2 miles each side of the Owensboro VOR 184° radial extending southerly from the 5-mile radius zone for 8 miles from the VOR; within 2 miles each side of the Owensboro VOR 222° radial extending southwesterly from the 5-mile radius zone for 8 miles, from the VOR, said control zone effective 0600 to 2200 local time daily.

Oxnard, Calif. (Ventura County Airport)
Within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual

AMENDMENTS 1/8/70 34 F. R. 19340 (Rewritten)

Paducah, Ky.
Within a 5-mile radius of the center, 37°03'40" N., 88°46'20" W., of Barkley Field, Paducah, Ky., and within 3 miles each side of the 234° bearing from the Paducah RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN.

AMENDMENTS 3/5/70 35 F. R. 623 (Rewritten)

Palacios, Tex.
That airspace within a 5-mile radius of Palacios Municipal Airport (latitude 28°43'35" N., longitude 96°15'15" W.) and within 2 miles each side of the 323° bearing from the Palacios DF station (latitude 28°43'22" N, longitude 96°15'07" W.) extending from the 5-mile radius zone to 8 miles northwest of the DF station.

Palm Beach, Fla.
Within a 5-mile radius of Palm Beach International Airport (latitude 26°41'05" N., longitude 80°05'35" W.); within 2 miles each side of the Palm Beach VORTAC 275° radial extending from the 5-mile radius zone to 8 miles W of the VORTAC; excluding that airspace within a 1.5-mile radius of the Palm Beach County Park (Lantana) Airport (latitude 26°35'35" N., longitude 80°05'10" W.).

PENDING AMENDMENT
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.).

AMENDMENTS 2/4/71 35 F. R. 19172 (Rewritten)

Palmdale, Calif.
Within a 5-mile radius of AF Plant No. 42, Palmdale, Calif. (latitude 34°37'45" N., longitude 118°04'54" W.) within 2 miles each side of the Palmdale VORTAC 045° radial, extending from the 5-mile radius zone to 9 miles northeast of the VORTAC and within 2 miles each side of the Palmdale VORTAC 079° radial, extending from the 5-mile radius zone to 6.5 miles east of the VORTAC.

AMENDMENTS 4/4/70 35 F. R. 5583 (Rewritten)

Palm Springs, Calif.
Within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.), and within 2 miles each side of the Palm Springs VOR 120° and 300° radials, extending from 3.5 miles SE to 3 miles NW of the VOR. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Palo Alto, Calif.
Within a 3-mile radius of Palo Alto Airport (latitude 37°27'39" N., longitude 122°06'50" W.) excluding the portion southeast of a line extending from latitude 37°25'14" N., longitude 122°08'30" W. to latitude 37°26'30" N., longitude 122°05'43" W. to latitude 37°29'10" N., longitude 122°04'08" W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

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 Airman's Information Manual.

AMENDMENTS 3/5/70 35 F. R. 309 (Rewritten)

Paris, Tex.
That airspace within a 5-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.) and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 5-mile radius to the VOR. The control zone shall be effective during the times established by a Notice to Airmen and published continuously thereafter in the Airman's Information Manual.

Parkersburg, W. Va.
Within a 4-mile radius of the center, 39°21'00" N., 81°26'15" W., of Wood County Airport, Parkersburg, W. Va.; and within 2 miles each side of the Parkersburg VOR 208° radial extending from the 4-mile radius zone to the VOR.

Pasco, Wash.
That airspace within a 5-mile radius of the Tri-Cities Airport (latitude 46°15'50" N., longitude 119°06'53" W.), within 2 miles each side of the Pasco VOR 036° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR, and within 2 miles SW and 2.5 miles NE of the Pasco VOR 132° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, excluding that portion within a 1-mile radius of Vista Airport, Kennewick, Wash. (latitude 46°13'10" N., longitude 119°12'55" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Paso Robles, Calif.
Within a 5-mile radius of Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.).

Patuxent River, Md.
Within a 5-mile radius of the center, 38°17'15" N., 76°24'30" W., of NAS Patuxent River Airport, Patuxent River, Md.; within 2 miles each side of the Patuxent River VORTAC 043° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; within 2 miles each side of the Patuxent River VORTAC 234° radial extending from the 5-mile radius zone to 7.5 miles southwest of the VORTAC; within 2 miles each side of the Patuxent River LF RBN 233° bearing extending from the 5-mile radius zone to 7 miles southwest of the RBN; within 2 miles each side of the Patuxent River VORTAC 139° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC; within 2 miles each side of the Patuxent River UHF REN 139° bearing extending from the 5-mile radius zone to 12 miles southeast of the RBN; within a 5-mile radius of the center, 38°13'30" N., 76°26'30" W., of Park Hall, Md., Airport; and within a 5-mile radius of the center, 38°21'40" N., 76°24'15" W., of Chesapeake Ranch Airpark.

Pellston, Mich.
Within a 5-mile radius of Pellston, Mich., Emmet County Airport (latitude 45°34'40" N., longitude 84°47'40" W.) within 2 miles each side of the Pellston VORTAC 240° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the 132° bearing from Emmet County Airport, extending from the 5-mile radius zone to 8 miles SE of the airport.

Pendleton, Oreg.
Within a 5-mile radius of Pendleton Airport (latitude 45°41'42" N., longitude 118°50'25" W.), and within 2 miles each side of the Pendleton VORTAC 273° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC.

Pensacola, Fla. (Municipal Airport)
Within a 5-mile radius of Pensacola Municipal Airport (latitude 30°28'25" N., longitude 87°11'10" W.); within 2 miles each side of the 167° bearing from Pickens RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; within 2 miles each side of the 331° bearing from the Brent LOM, extending from the 5-mile radius zone to 8 miles northwest of the LOM; and within the portion of a 4-mile radius of NAS Ellyson Field (latitude 30°31'30" N., longitude 87°11'45" W.); extending clockwise from a line 2 miles northeast of and parallel to the 331° bearing of the Brent LOM to the 5-mile radius zone.

Pensacola, Fla. (NAS Saufley Field)
Within a 5-mile radius of NAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 2 miles each side of the 214° bearing from Navy Saufley RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN; and within 2 miles each side of the Saufley VOR 234° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, excluding the portions within the Pensacola (Municipal Airport) and NAS Pensacola (Forrest Sherman Field) control zones. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

PENDING AMENDMENT

Pensacola, Fla. (NAS Saufley Field)
Within a 5-mile radius of NAS Saufley Field (lat. 30°28'15" N., long. 87°20'30" W.); within 3 miles each side of the 214° bearing from NAS Saufley RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN; within 3 miles each side of the Saufley VOR 234° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR; excluding the portions within the Pensacola, Fla. (Municipal Airport and NAS Pensacola-Forrest Sherman Field), control zones. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/4/71 35 F. R. 18455 (Rewritten)

Pensacola, Fla. (NAS Pensacola-Forrest Sherman Field)
Within a 5-mile radius of NAS Pensacola (Forrest Sherman Field) (latitude 30°21'15" N., longitude 87°19'00" W.); within 2 miles each side of the 219° bearing from NAS Pensacola LF RBN, extending from the 5-mile radius zone to 8 miles southwest of the RBN; within 2 miles each side of the 174° bearing from NAS Pensacola UHF RBN, extending from the 5-mile radius zone to 8 miles south of the RBN; within 2 miles each side of NAS Pensacola TACAN 235° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the TACAN.

PENDING AMENDMENT

Pensacola, Fla. (NAS Pensacola-Forrest Sherman Field)
Within a 5-mile radius of NAS Pensacola (Forrest Sherman Field) (lat. 30°21'15" N., long. 87°19'00" W.); within 3 miles each side of the 134° bearing from the NAS Pensacola LF RBN, extending from the 5-mile radius zone to 8.5 miles southeast of the RBN; within 3 miles each side of the 174° bearing from the NAS Pensacola UHF RBN, extending from the 5-mile radius zone to 8.5 miles south of the RBN; within 1.5 miles each side of the NAS Pensacola TACAN 235° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the TACAN.

AMENDMENTS 2/4/71 35 F. R. 18455 (Rewritten)

Peoria, Ill.
Within a 5-mile radius of the Greater Peoria Airport (latitude 40° 39' 45" N., longitude 89° 41' 35" W.); within 2 miles each side of the Peoria VORTAC 099° radial, extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Greater Peoria Airport ILS localizer SE course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the ILS localizer NW course extending from the 5-mile radius zone to 11 miles NW of the airport.

Philadelphia, Pa.
Within a 5-mile radius of Philadelphia International Airport (Lat. 39°52'31" N, Long. 75°14'20" W), and within 2 miles either side of the Philadelphis ILS localizer W course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Philadelphia ILS localizer E course extending from the 5-mile radius zone to 5 miles east of the localizer.

Philipsburg, Pa.
Within a 5-mile radius of the center 40°53'05" N., 78°05'15" W. of Mid-State Airport, Philipsburg, Pa., within 2 miles each side of the Philipsburg VOR 247° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 162° bearing from the Philipsburg RBN extending from the 5-mile radius zone to the RBN and within 2 miles each side of the 333° bearing from the Philipsburg VHF/DF station extending from the 5-mile radius zone to 6 miles NW of the station.

Phoenix, Ariz. (Luke AFB)
Within a 5-mile radius of Luke AFB (latitude 33°32'05" N., longitude 112°22'55" W.) within 2 miles each side of the 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.

AMENDMENTS 9/17/70 35 F. R. 11898 (Rewritten)

Phoenix, Ariz. (Sky Harbor Airport)
Within a 5-mile radius of Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.); and within 2 miles each side of the Phoenix VORTAC 090° and 270° radials, extending from the 5-mile radius zone to 2 miles E and 13 miles W of the VORTAC.

Pierre, S. Dak.
Within a 5-mile radius of Pierre Municipal Airport (latitude 44°22'50" N. longitude 100°17'15" W.); and within 2 miles each side of the Pierre VOR 266° radial, extending from the 5-mile radius zone to the VOR.

Pine Bluff, Ark.
That airspace within a 5-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.), and within 2 miles each side of the Pine Bluff VORTAC 186° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC.

AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)

Pittsburgh, Pa. (Allegheny County)
Within a 5-mile radius of Allegheny County Airport (latitude 40°21'15" N., longitude 79°55'40" W.); within 2 miles each side of the 257° bearing from the Allegheny RBN, extending from the 5-mile radius zone to 6 miles W of the RBN, and within 2 miles each side of the Allegheny VORTAC 047° radial, extending from the 5-mile radius zone to the VORTAC.

Pittsburgh, Pa. (Greater Pittsburgh)
Within a 6-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within 2 miles each side of the Runway 10-L-ILS localizer W course, extending from the 6-mile radius zone to Creek, Pa., RBN, and within 2 miles S and 3 miles N of the Runway 28-L-ILS localizer E course, extending from the 6-mile radius zone to the OM.

Plainview, Tex.
Within a 3-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.) and within 2 miles each side of the Plainview VOR 034° radial, extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours local time, daily.

Plattsburgh, N. Y.
Within a 5-mile radius of the Plattsburgh AFB (Lat. 44°39'05" N, Long. 73°28'10" W); within a 5-mile radius of the Clinton County Airport (lat. 44°41'10" N, long. 73°31'10" W.); within 2 miles either side of the Valcour, New York TACAN 338° radial extending from the Clinton County Airport 5-mile radius zone to 12 miles N of the TACAN, and within 2 miles either side of the Plattsburgh VOR 213° radial extending from the Clinton County Airport 5-mile radius zone to the VOR.

Pocatello, Idaho
Within a 5-mile radius of Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.), and within 3 miles each side of the Pocatello VORTAC 252° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC.

Point Barrow, Alaska
Within a 5-mile radius of the Point Barrow AFS Airport, Point Barrow, Alaska (latitude 71°20'18" N., longitude 156°38'00" W.); within an 8-mile radius of the Point Barrow RBN (PBA), extending clockwise from a line 2 miles northwest of and parallel to the 028° bearing from the RBN to a line 2 miles southeast of and parallel to the 041° bearing from the RBN; within a 5-mile radius of the Wiley Post-Will Rogers Memorial Airport, Barrow, Alaska (latitude 71°17'05" N., longitude 156°46'05" W.); within 2 miles each side of the 226° bearing from the Barrow, Alaska RBN (BRW), extending from the 5-mile radius zone to 8 miles southwest of the RBN; and within 2 miles each side of the 266° bearing from the Barrow RBN (BRW), extending from the 5-mile radius zone to 8 miles west of the RBN.

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.

AMENDMENTS 1/7/71 35 F. R. 17031 (Added)

Ponca City, Okla.
Within a 5-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.); within 2 miles each side of the 225° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN, and within 2 miles each side of the 359° bearing from the Ponca City RBN, extending from the 5-mile radius zone to 12 miles N of the RBN.

Ponce, P. R.
Within a 5-mile radius of the Mercedita Airport, Ponce, P. R. (latitude 18°00'40" N., longitude 66°33'50" W.); within 3.5 miles each side of the Ponce VOR 111° radial, extending from the 5-mile radius zone to 8½ miles east of the VOR. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication International NOTAMs.

AMENDMENTS 2/5/70 34 F. R. 19500 (Rewritten)

Pontiac, Mich.
Within a 5-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.), within 2 miles each side of the Pontiac VOR 116° and 271° radials, extending from the 5-mile radius zone to 8 miles west of the VOR, effective from 0700 to 2300 hours, local time, daily.

Port Angeles, Wash.
Within a 5-mile radius of CGAS Port Angeles (latitude 48°08'30" N., longitude 123°24'45" W.), within 2 miles each side of the Port Angeles VOR 093° radial, extending from the 5-mile radius zone to 8 miles E of the VOR, and within 2 miles each side of the 089° bearing from the Ediz Hook, Wash., RBN, extending from the 5-mile radius zone to 8 miles E of the RBN. This control zone is effective 0400 to 2200 hours, local time, daily.

Portland, Maine
Within a 5-mile radius of 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, Scarboro, Maine (43°35'21" N., 70°22'03" W.).

AMENDMENTS 12/10/70 35 F. R. 15907 (Rewritten)

Portland, Oreg.
Within a 5-mile radius of Portland International Airport (latitude 45°35'20" N., longitude 122°35'35" W.); within a 3-mile radius of the Troutdale Airport (latitude 45°33'00" N., longitude 122°23'50" 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 northwest course, extending from the 5-mile radius zone to 1 mile northwest of the LOM, and within 3 miles each side of the 119° and 299° bearings from the Lake LOM, extending from the 5-mile radius to 8 miles southeast of the LOM, excluding the portion within the Troutdale, Oreg., control zone when the Troutdale control zone is effective.

AMENDMENTS 1/7/71 35 F. R. 17248 (Rewritten)

Portsmouth, N. H.
Within a 5-mile radius of Pease AFB, Protsmouth, N. H. (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the centerline of Runway 16 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the Pease AFB TACAN 142° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN; within 2 miles each side of the Pease AFB TACAN 332° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN.

Poughkeepsie, N. Y.
Within a 5-mile radius of the center, 41°37'40" N., 73°53'00" W. of Dutchess County Airport, Poughkeepsie, N. Y., and within 2 miles each side of the Kingston VOR 025° radial extending from the 5-mile radius zone to 6 miles NE of the VOR.

Prescott, Ariz.
Within a 5-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.).

Presque Isle, Maine
Within a 5-mile radius of the center, 46°41'30" N., 68°02'30" W., of Presque Isle Airport, Presque Isle, Maine; within 2 miles each side of the Presque Isle VORTAC 158° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Sprague ville RBN 167° bearing extending from the 5-mile radius zone to 7 miles south of the RBN; and within 2 miles each side of the Presque Isle VORTAC 160° radial extending from the 5-mile radius zone to 14 miles south of the VORTAC. This control zone is effective from 0800 to 2000 hours local time, Sunday through Friday; 0800 to 1730 hours, local time Saturday; and during specific times established in the Notices to Airmen.

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 5-mile radius of Pueblo Memorial Airport (latitude 38°17'30" N., longitude 104°30'00" W.); within 2 miles each side of the Pueblo ILS localizer west course, extending from the 5-mile radius zone to the LOM; within 4 miles each side of the Pueblo VORTAC 081° radial, extending from the 5-mile radius zone to 9 miles east of the VORTAC.

AMENDMENTS 3/5/70 35 F. R. 944 (Rewritten)

Pullman, Wash.
Within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR 047° radial, extending from the 5-mile zone to the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Quantico, Va.
Within a 5-mile radius of the center (38°30'10" N., 77°18'20" W.), of MCAS Quantico, Va., and within 2 miles each side of the Brooke, Va., VOR 013° radial extending from the 5-mile radius zone to 2 miles north of the VOR. This control zone is effective from 0700 to 2200 hours, local time, Wednesday and Thursday; from 0700 to 1800 hours, local time, Friday through Tuesday.

Quincy, Ill.
That airspace within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Quincy VORTAC 035° radial extending from the 5-mile radius zone to 12 miles northeast of the airport.

Quonset Point, R. I.
Within a 5-mile radius of NAS Quonset Point (latitude 41°35'55" N., longitude 71°24'50 W.), within 2 miles each side of the NAS Quonset Point TACAN 151° radial extending from the 5-mile radius zone to 7 miles SE of the TACAN, within 2 miles each side of the NAS Quonset Point VOR 141° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR, within 2 miles each side of the 145° bearing from the NAS Quonset Point REN, extending from the 5-mile radius zone to 9 miles SE of the REN, and within a 4-mile radius of Newport State Airport,

Newport, R. I. (latitude 41°31'50" N., longitude 71°17'00" W.), excluding that portion within the Providence, R. I., control zone.

Raleigh, N. C.
Within a 5-mile radius of Raleigh-Durham Airport (latitude 35°52'21" N., longitude 78°47'02" W.); within 3 miles each side of Raleigh-Durham VORTAC 034° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC; within 3 miles each side of Raleigh-Durham VORTAC 231° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VORTAC.

AMENDMENTS 3/5/70 35 F. R. 309 (Rewritten)

Rantoul, Ill.
Within a 5-mile radius of Chanute AFB, Rantoul, Ill. (latitude 40°17'40" N., longitude 88°08'20" W), and within 2 miles each side of the Chanute VOR 270° radial, extending from the 5-mile radius zone to the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Rapid City, S. Dak. (Ellsworth AFB)
Within a 5-mile radius of Ellsworth AFB (latitude 44°08'45" N., longitude 103°06'15" W.); and within 2½ miles each side of the Ellsworth AFB TACAN 322° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN, excluding the portion which overlies the Rapid City, S. Dak. (Regional Airport) control zone.

AMENDMENTS 10/15/70 35 F. R. 12752 (Rewritten)

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.

AMENDMENTS 10/15/70 35 F. R. 12752 (Rewritten) : Corr: 35 F. R. 14924

Rawlins, Wyo.
Within a 5-mile radius of Rawlins Municipal Airport (latitude 41°48'15" N., longitude 107°12'05" W.) and within 2 miles each side of the 269° bearing from the Sinclair RBN extending from the 5-mile radius zone to the radiobeacon.

Reading, Pa.
Within a 5-mile radius of the center, 40°22'39" N., 75°57'57" W. of General Spaatz Field, Reading, Pa., and within 2 miles each side of the airport ILS localizer S course extending from the 5-mile radius zone to 8 miles S of the OM and within 2 miles each side of the Reading VHF/DF (40°22'42" N., 75°57'30" W.) 201° bearing extending from the 5-mile radius zone to 8 miles S of the VHF/DF site.

Red Bluff, Calif.
Within a 5-mile radius of Bidwell Airport, Red Bluff, Calif. (latitude 40°09'15" N., longitude 122°14'50" W.), and within 2 miles each side of the Red Bluff VORTAC 167° radial, extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Redding, Calif.
Within a 5-mile radius of Redding Municipal Airport (latitude 40°30'35" N., longitude 122°17'30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius zone to 8 miles south of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40°30'00" N., longitude 122°22'35" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airmen's Information Manual.

Redmond, Oreg.
Within a 5-mile radius of Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.), and within 2 miles each side of the Redmond VORTAC 269° and 089° radials, extending from the 5-mile radius zone to 1 mile west of the VORTAC.

Redwood Falls, Minn.
Within a 5-mile radius of Redwood Falls Municipal Airport (latitude 44°32'45" N., longitude 95°04'45" W.).

AMENDMENTS 10/15/70 35 F. R. 12888 (Rewritten)

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°12'06" 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°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.

AMENDMENTS 12/10/70 35 F. R. 15904 (Rewritten)

Rhinelander, Wis.
Within a 5-mile radius of Rhinelander-Oneida County Airport (latitude 45°38'00" N., longitude 89°27'30" W.); within 2½ miles each side of the Rhinelander VORTAC 229° radial extending from the 5-mile radius zone to 6½ miles southwest of the VORTAC; and within 2½ miles each side of the Rhinelander VORTAC 322° radial extending from the 5-mile radius zone to 6½ 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 Airman's Information Manual.

AMENDMENTS 10/15/70 35 F. R. 12750 (Rewritten) Corr: 35 F. R. 18736

Richmond, Va.
Within a 5-mile radius of Byrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 134° radial, extending from the 5-mile radius zone to 6 miles SE of the VOR; within 2 miles each side of the Richmond VOR 359° radial, extending from the 5-mile radius zone to 6 miles N of the VOR; and within 2 miles each side of the Richmond VOR 341 radial, extending from the 5-mile radius zone to 7 miles north of the VOR.

Riverside, Calif. (March AFB).
Within a 5-mile radius of March AFB (latitude 33°52'50" N., longitude 117°15'30" W.); within 2 miles each side of the March AFB VOR 329° and 149° radials, extending from the 5-mile radius zone to 1 mile SE of the VOR, and within 2 miles each side of the March AFB TACAN 325° radial, extending from the 5-mile radius zone to 5 miles NW of the TACAN.

Riverside, Calif. (Municipal Airport)
Within a 3-mile radius of the Riverside Municipal Airport (latitude 33°57'05" N., longitude 117°26'30" W.), within 2 miles each side of the Riverside VOR 292° radial, extending from the 3-mile radius zone to 4.5 miles W of the VOR; within 2 miles each side of the Riverside VOR 103° radial, extending from the 3-mile radius zone to 7 miles E of the VOR; and within 2 miles each side of the Riverside VOR 108° radial, extending from the 3-mile radius zone to 5 miles E of the VOR, excluding the portion within a 1-mile radius of the Riverside Fla-Bob Airport (latitude 33°59'20" N., longitude 117°24'35" W.), and the portion that coincides with the Riverside, Calif. (March AFB), control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Riverton, Wyo.
Within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.) within 2 miles each side of the Riverton VOR 291° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, 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 Airman's Information Manual.

AMENDMENTS 8/20/70 35 F. R. 10502 (Rewritten)

Roanoke, Va.
Within a 5-mile radius of the center, 37°19'25" N., 79°58'35" W., of Roanoke Municipal Airport, Roanoke, Va., and within 2 miles each side of the ILS localizer SE course extending from the 5-mile radius zone to 2.5 miles southeast of the OM.

Rochester, Minn.
Within a 5-mile radius of Rochester Municipal Airport (latitude 43°54'25" N., longitude 92°29'45" W.); within 2 miles each side of the Rochester ILS localizer southeast course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Rochester VOR 029° radial, extending from 1 mile northeast of the VOR to 15 miles northeast of the VOR.

Rochester, N. Y.
Within a 5-mile radius of the center, 43°07'10" N., 77°40'15" W., of the Rochester Monroe County Airport, Rochester, N. Y.; within 2 miles each side of the Rochester VOR 168° radial, extending from the 5-mile radius zone to 7 miles southeast of the VOR; within 2 miles each side of the Rochester VOR 280° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; within 2 miles each side of the Rochester VOR 026° radial extending from the 5-mile radius zone to 7 miles northeast of the VOR; within 2 miles each side of the Rochester VOR 214° radial extending from the 5-mile radius zone to 7 miles southwest of the VOR and within 2 miles each side of the Rochester ILS localizer east course extending from the 5-mile radius zone to the OM.

Rockford, Ill.
Within a 5-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 2 miles each side of the Rockford ILS localizer S course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Rockford VORTAC 117° radial, extending from the 5-mile radius zone to the VORTAC.

Rock Springs, Wyo.
Within a 5.5-mile radius of the Rock Springs-Sweetwater County Airport (latitude 41°35'45" N., longitude 109°04'00" W.); within 3 miles each side of the Rock Springs ILS localizer east course, extending from the 5.5 radius zone to 9 miles east of the OM, and within 3.5 miles each side of the Rock Springs VORTAC 104° radial, extending from the 5.5 radius zone to 11.5 miles east of the VORTAC.

AMENDMENTS 10/15/70 35 F. R. 13362 (Rewritten)

Rocky Mount, N. C.
Within a 5-mile radius of Rocky Mount Municipal Airport (latitude 35°58'01" N., longitude 77°47'33" W.).

Rome, N. Y.
Within a 5-mile radius of the center, 43°14'10" N., 75°24'25" W. of Griffiss AFB, Rome, N. Y., and within 2 miles each side of bearing 135°/315° from 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.

AMENDMENTS 1/3/70 35 F. R. 101 (Changed)

Roosevelt Roads, Puerto Rico
Within a 5-mile radius of NS Roosevelt Roads (latitude 18°15'05" N., longitude 65°38'35" W.); within 2 miles each side of the Roosevelt Roads TACAN 040° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN; within 2 miles each side of the 052° bearing from the Roosevelt Roads RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN; within 2 miles each side of the extended centerline of the northeast/southwest runway, extending from the 5-mile radius zone to 6 miles southwest of the airport.

PENDING AMENDMENT
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 RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN.

AMENDMENTS 2/4/71 35 F. R. 19103 (Rewritten)

Roswell, N. M.
That airspace within a 6-mile radius of the Roswell Industrial Air Center Airport (latitude 33°17'59" N., longitude 104°31'48" W.); within 2 miles each side of the extended centerline of runway 3 extending from the 6-mile radius zone to the LOM; and within 2 miles each side of the extended centerline of runway 21 extending from the 6-mile radius zone to 6 miles southwest of the lift-off end of runway 21. This control zone is effective during the dates and times published in the Airman's Information Manual.

Russell, Kans.
Within a 5-mile radius of Russell Municipal Airport (latitude 38°52'20" N., longitude 98°48'45" W.).

Sacramento, Calif. (Sacramento Metropolitan Airport)
That airspace within a 5-mile radius of the Sacramento Metropolitan Airport (latitude 38°41'43" N., longitude 121°36'01" W.), and within 2 miles each side of the Sacramento Metropolitan Airport localizer (latitude 38°40'32" N., longitude 121°36'02" W.) N and S courses, extending from the 5-mile radius zone to 6 miles north and south of the airport; and including that airspace adjoining the McClellan AFB and Sacramento Municipal Airport control zones between latitude 38°41'43" N. and the Sacramento VORTAC 351° T radial.

Sacramento, Calif. (Sacramento Municipal)
Within a 5-mile radius of Sacramento Municipal Airport (latitude 38°30'45" N., longitude 121°29'35" W.), within 2 miles each side of the Sacramento VORTAC 033° radial, extending from the 5-mile radius zone SW to the VORTAC and that airspace NE of the Sacramento Municipal Airport, extending from the Sacramento Municipal 5-mile radius zone to the McClellan AFB and Mather AFB 5-mile radius zones, bounded on the SE by the Sacramento 064° radial and on the NW by a line 2 miles NW of and parallel to the Sacramento 033° radial.

Sacramento, Calif. (Mather AFB)
Within a 5-mile radius of Mather AFB (latitude 38°33'10" N., longitude 121°18'05" W.), within 2 miles each side of the Mather TACAN 048° radial, extending from the 5-mile radius zone to 7 miles NE of the TACAN, and within 2 miles NW and 2.5 miles SE of the 055° bearing from the Mather LOM, extending from the 5-mile radius zone to 5.5 miles NE of the LOM, excluding the portion subtended by a chord drawn between the points of intersection of the Mather AFB 5-mile radius zone with the Sacramento, Calif. (McClellan AFB), 5-mile radius zone.

Sacramento, Calif. (McClellan AFB)
Within a 5-mile radius of McClellan AFB (latitude 38°39'45" N., longitude 121°24'10" W.), within 2 miles E and 2.5 miles W of the McClellan TACAN 004° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN, excluding the portion subtended by a chord drawn between the points of intersection of the McClellan AFB 5-mile radius zone with the Sacramento, Calif. (Mather AFB), 5-mile radius zone.

Saginaw, Mich.
That airspace within a 5-mile radius of Tri-City Airport (latitude 43°31'55" N., longitude 84°04'50" W.) within 2 miles each side of the Saginaw, Mich. VORTAC 030°, 156°, 233°, and 310° radials extending from the 5-mile radius zone to 8 miles northeast, southeast, southwest, and northwest of the VORTAC, and within 2 miles northwest and 3 miles southeast of the Saginaw ILS localizer southwest course extending from the 5-mile radius zone to the OM.

St. Charles, Ill.
Within a 3-mile radius of 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.

AMENDMENTS 7/23/70 35 F. R. 8656 (Rewritten)

St. Joseph, Mo.
Within a 5-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 2 miles each side of the St. Joseph ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the St. Joseph VORTAC 175° radial, extending from the 5-mile radius zone to the VORTAC.

St. Louis, Mo.
Within a 5-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 2 miles each side of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer southwest course, extending from the 5-mile radius zone to 10½ miles southwest of the OM; within 2 miles each side of the St. Louis VORTAC 142° radial; extending from the 5-mile radius zone to 7 miles northwest of the northwest end of the Lambert-St. Louis Municipal Airport Runway 12R; within 2 miles each side of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer northwest course, extending from the 5-mile radius zone to the Runway 12R OM; and within 2 miles each side of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer southeast course, extending from the 5-mile radius zone to 6 miles southeast of the Runway 12R localizer.

St. Paul, Minn.
Within a 5-mile radius of St. Paul Downtown Airport (Holman Field) (latitude 44°56'10" N., longitude 93°03'40" W.), and within 2 miles each side of the St. Paul VOR 295° radial, extending from the 5-mile radius zone to the VOR, excluding the portion which overlies the Minneapolis, Minn., control zone and excluding the area within a 1-mile radius of Fleming Field (latitude 44°51'25" N., longitude 93°01'55" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

PENDING AMENDMENT
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 Airman's Information Manual.

AMENDMENTS 3/4/71 36 F. R. 215 (Rewritten)

St. Petersburg, Fla. (Albert-Whitted)
Within a 3-mile radius of the Albert-Whitted Airport (latitude 27°45'51" N., longitude 82°37'46" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

St. Petersburg, Fla.
Within a 5-mile radius of St. Petersburg Clearwater International Airport (latitude 27°54'35" N., longitude 82°41'12" W.); within 2 miles each side of the St. Petersburg VORTAC 343° radial, extending from the 5-mile radius zone to 10.5 miles north of the VORTAC.

Salem, Oreg.
Within a 5-mile radius of McNary Field, Salem, Oreg. (latitude 44°54'35" N., longitude 123°00'05" W.) and within 2 miles each side of the Salem ILS localizer SE course, extending from the 5-mile radius zone to the LOM.

Salina, Kansas
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.

AMENDMENTS 11/12/70 35 F. R. 13424 (Rewritten)

Salinas, Calif.
Within a 5-mile radius of the Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'20" W.), and within 2 miles NE and 3 miles SW of the Salinas VORTAC 319° radial, extending from the 5-mile radius zone to 6 miles NW of the VORTAC, excluding the portion within the Fort Ord, Calif., control zone.

Salisbury, Md.
Within a 5-mile radius of the center, 38°20'25" N., 75°30'40" W. of Salisbury-Wicomico Airport, Salisbury, Md., and within 2 miles each side of the Salisbury VOR 207° radial extending from the 5-mile radius zone to 6 miles SW of the VOR; within 2 miles each side of the Salisbury VOR 050° radial extending from the 5-mile radius zone to 6 miles NE of the VOR; within 2 miles each side of the Salisbury VOR 134° radial extending from the 5-mile radius zone to 6 miles SE of the VOR.

Salt Lake City, Utah
Within a 5-mile radius of Salt Lake City International Airport (latitude 40°47'10" N., longitude 111°58'05" W.), and within 2 miles each side of the Slat Lake City VORTAC 347° radial extending from the 5-mile radius zone to 1 mile north of the VORTAC.

San Angelo, Tex.
Within a 5-mile radius of Mathis Field, San Angelo, Tex., (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo VOR 065° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the San Angelo ILS localizer NE course, extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the San Angelo VOR 311° radial; and within 2 miles each side of the San Angelo ILS localizer SW course, extending from the 5-mile radius zone to 6.5 miles SW of the airport.

San Antonio, Tex. (International Airport)
That airspace within a 5-mile radius of San Antonio International Airport (latitude 29°31'50" N., longitude 98°28'12" W.); within 2 miles each side of the San Antonio VORTAC 184° radial extending from the 5-mile radius zone to 1 mile south of the VORTAC; within 2 miles each side of the San Antonio ILS localizer northwest course extending from the 5-mile radius zone to 1 mile southeast of the OM, within 2 miles each side of the San Antonio ILS localizer northeast course extending from the 5-mile radius zone to 6 miles northeast of the airport, and within 2 miles each side of the San Antonio ILS localizer southeast course extending from the 5-mile radius zone to 7 miles southeast of the localizer, and within 2 miles each side of a 132° bearing from the LOM extending from the 5-mile radius zone to 15.5 miles southeast of the LOM.

San Antonio, Tex. (Kelly AFB)
That airspace within a 5-mile radius of Kelly AFB (latitude 29°22'57" N., longitude 98°34'25" W.); within 2 miles each side of the Kelly AFB ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM, and within 2 miles each side of the Kelly AFB TACAN 341° radial extending from the 5-mile radius zone to the TACAN.

San Antonio, Tex. (Randolph AFB)
That airspace within a 5-mile radius of Randolph AFB (latitude 29°32'09" N., longitude 98°16'57" W.); within 2 miles each side of the LaVernia, Tex., VOR 329° and 338° radials, extending from the 5-mile radius zone to 1 mile northwest of the VOR, within 2 miles each side of the Randolph AFB TACAN 323° radial extending from the TACAN to 8 miles northwest, and within 2 miles each side of the Randolph AFB TACAN 156° radial extending from the TACAN to 8 miles southeast.

San Antonio, Tex. (Stinson Field)
Within a 3-mile radius of Stinson Field (latitude 29° 20' 15" N., longitude 98° 28' 20" W.), and within 2 miles each side of the Stinson VOR 346° radial, extending from the 3-mile radius zone to the VOR, excluding the portion within the Kelly AFB control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

San Bernardino, Calif. (Norton AFB)
Within a 5-mile radius of the Norton AFB (latitude 34°05'45" N., longitude 117°14'05" W.), and within 2 miles N and 2.5 miles S of the ILS localizer SW course extending from the 5-mile radius zone to 2 miles NE of the OM, excluding the portion within a 1-mile radius of the Redland, Calif., Municipal Airport (latitude 34°05'05" N., longitude 117°08'35" W.).

San Carlos, Calif.
Within a 3-mile radius of the San Carlos Airport (latitude 37°30'40" N., longitude 122°14'50" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airman's Information Manual.

San Diego, Calif. (Lindbergh Field)
Within a 5-mile radius of Lindbergh Field, San Diego, Calif. (latitude 32° 43' 58" N., longitude 117° 11' 14" W.); and within 2 miles each side of the Lindbergh ILS localizer E course, extending from the 5-mile radius zone to 7 miles east of the airport, excluding the portion S of a line extending from latitude 32°43'22" N., longitude 117°16'20"
W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W.; and the portion N of latitude 32° 47' 00" N.

San Diego, Calif. (Montgomery Field)
Within a 3-mile radius of Montgomery Field (latitude 32°49'00" N., longitude 117°08'20" W.), excluding those portions within the NAS Miramar and San Diego (Lindbergh Field) control zones. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

San Diego, Calif. (NAS North Island)
Within a 5-mile radius of NAS North Island (latitude 32° 42' 00" N., longitude 117° 12' 35" W.); within the arc of a 10-mile radius circle centered on the North Island TACAN, extending clockwise from a line 2 miles N of and parallel to the TACAN 120° radial to the 162° radial, excluding the portion N of a line from latitude 32° 43' 22" N., longitude 117° 17' 20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32°41'02" N., longitude 117°07'25" W., and the portion within the NAS Imperial Beach, Calif., control zone.

San Diego, Calif. (San Diego County-Gillespie Field)
Within a 3-mile radius of San Diego County-Gillespie Field (latitude 32°49'26" N., longitude 116°58'18" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in The Airman's Information Manual.

San Francisco, Calif.
Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.
Within a 5-mile radius of San Jose Municipal Airport (latitude 37°21'35" N., longitude 121°55'30" W.), excluding the portion NW of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

San Jose, Calif. (Reid-Hillview Airport)
That airspace within a 3-mile radius of the Reid-Hillview Airport (latitude 37°19'55" N., longitude 121° 49'10" W.), excluding that portion within the San Jose control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

San Juan, P. R. (International Airport)
Within a 5-mile radius of Puerto Rico International Airport (latitude 18°26'45" N., longitude 66°00'05" W.); within a 3-mile radius of Isla Grande Airport (latitude 18°27'30" N., longitude 66°05'55" W.); within 2 miles each side of the San Juan VORTAC 058° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC; within 2 miles each side of the San Juan VORTAC 086° radial, extending from the 5-mile radius zone to 11 miles east of the VORTAC.

San Rafael, Calif.
Within a 5-mile radius of Hamilton AFB, San Rafael, Calif. (latitude 38°03'35" N., longitude 122°30'35" W.), within 2 miles SW and 2.5 miles NE of the Hamilton AFB TACAN 140° radial, extending from the 5-mile radius area to 9 miles SE of the TACAN, and within 2 miles each side of the Hamilton AFB TACAN 305° radial extending from the 5-mile
radius zone to 12 miles NW of the TACAN.

Santa Ana, Calif. (MCAS)
Within a 5-mile radius of MCAS Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.) and within a 5-mile radius of Orange County Airport, Santa Ana, Calif., (latitude 33°40'10" N., longitude 117°52'15" W.) excluding the portion within a 1-mile radius of Mile Square MCOLF, and 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 the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/5/70 35 F. R. 943 (Rewritten)

Santa Ana, Calif. (Orange County Airport)
Within a 5-mile radius of Orange County Airport (latitude 33°40'32" N., longitude 117°52'00" W.), excluding the portion SE of a line from latitude 33°41'15" N., longitude 117°48'10" W. to latitude 33°36'10" N., longitude 117°50'20" W., and the portion N of a line extending from latitude 33°41'15" N., longitude 117°48'10" N., to latitude 33°42'30" N., longitude 117°56'40" W. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Santa Barbara, Calif.
Within a 5-mile radius of Santa Barbara Municipal Airport (latitude 34°25'35" N., longitude 119°50'20" W.); within 2 miles each side of the Santa Barbara ILS localizer west course, extending from the 5-mile radius zone to the OM.

Santa Fe, N. Mex.
Within a 5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05' 25" W.); within 2 miles each side of the extended centerline of runway 20, extending from the 5-mile radius zone to 5 miles SW of the SW end of runway 20; and within 2 miles each side of the Santa Fe VORTAC 007° radial, extending from the 5-mile radius zone to 11 miles N of the VORTAC.

Santa Maria, Calif.
Within a 5-mile radius of Santa Maria Public Airport (latitude 34°53'55" N., longitude 120°27'20" W.); 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 from 0600 to 2200 hours local time daily.

AMENDMENTS 12/10/70 35 F. R. 15746 (Rewritten)

Santa Monica, Calif.
Within a 3-mile radius of Santa Monica Municipal Airport (latitude 34°00'57" N., longitude 118°27'00" W.); within 2 miles each side of the Santa Monica VOR 231° radial, extending from the 3-mile radius zone to 3 miles SW of the VOR; within 2 miles each side of the Santa Monica VOR 056° radial, extending from the 3-mile radius zone to 5 miles NE of the VOR, excluding the portion S of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and time will thereafter be continuously published in the Airman's Information Manual.

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 Airman's Information Manual.

AMENDMENTS 4/2/70 35 F. R. 3156 (Rewritten); 35 F. R. 3220 (Rewritten); F. R. Corr: 35 F. R. 4116
Eff. date changed 4/30/70 35 F. R. 5465

Sarasota, Fla.
Within a 5-mile radius of Sarasota-Bradenton Airport (latitude 27°23'47" N., longitude 82°33'15" W.); within 3 miles each side of the Sarasota VOR 050°, 142°, and 302° radials, extending from the 5-mile radius zone to 8.5 miles northeast, southeast, and northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 3/5/70, 35 F. R. 308 (Rewritten); Corr: 35 F. R. 1220

Sault Ste. Marie, Mich. (Kincheloe AFB)
Within a 5-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.); within 2 miles each side of the Kincheloe AFB TACAN 143° radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN; within 2 miles each side of the Kincheloe AFB TACAN 337° radial extending from the 5-mile radius zone to 8 miles northwest of the TACAN; and within 2 miles each side of the Kincheloe AFB ILS localizer northwest course, extending from the 5-mile radius zone to the OM.

Sault Ste. Marie, Mich. (Municipal Airport)
Within the United States within a 5-mile radius of Sault Ste. Marie Municipal Airport (latitude 46°28'40" N., longitude 84°21'55" W.), and within 2 miles each side of the 129° bearing from the Sault Ste. Marie RBN extending from the 5-mile radius zone to 8 miles SE of the RBN excluding the portion W of a line between the INTs of the 5-mile radius and the Sault Ste. Marie, Ontario, Canada, control zone.

Sault Ste. Marie, Ontario, Canada
Over the United States within a 5-mile radius of the Sault Ste. Marie Airport (latitude 46°29'00" N., longitude 84°31'00" W.), and within 2 miles each side of the Sault Ste. Marie ILS localizer NW course extending from the 5-mile radius zone to the OM, excluding the portion east of a line between the INTs of the 5-mile radius and the 5-mile radius of the Sault Ste. Marie, Mich., control zone.

Savannah, Ga.
Within a 5-mile radius of Savannah Municipal Airport (latitude 32°07'35" N., longitude 81°12'05" W.); within 3 miles each side of Runway 18 extended centerline, extending from the 5-mile radius zone to the arc of an 8.5-mile radius circle centered on Savannah Municipal Airport; within a 5-mile radius of Hunter AAF (latitude 32°00'30" N., longitude 81°08'45" W.); within 2 miles each side of Hunter AAF ILS localizer east course, extending from the 5-mile radius zone to 3 miles west of the OM.

AMENDMENTS 4/2/70 35 F. R. 2646 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

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 Schenectady REN (42°51'15" N., 73°55'45" W.) extending from the 5-mile radius zone to 8.5 miles northeast of the REN; 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.

AMENDMENTS 10/15/70 35 F. R. 13642 (Rewritten)

Scottsbluff, Nebr.
Within a 5-mile radius of the Scottsbluff Municipal Airport (latitude 41°52'30" N., longitude 103°35'40" W.), and within 2 miles each side of the Scottsbluff VORTAC 259° radial, extending from the 5-mile radius zone to the VORTAC.

Seattle, Wash. (Boeing Field International)
That airspace bounded by a line beginning at latitude 47°34'10" N., longitude 122°12'40" W., 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 Boeing Field International Airport (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.

AMENDMENTS 12/10/70 35 F. R. 15904 (Rewritten): Corr: 35 F. R. 17248

Seattle, Wash. (Seattle-Tacoma International Airport)
That airspace bounded by a line beginning at latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°27'00" N., longitude 122°11'50" W., thence clockwise along the arc of a 5-mile radius circle centered on Seattle-Tacoma International Airport (latitude 47°26'50" N., longitude 122°18'30" W.) to latitude 47°29'20" N., longitude 122°23'10" W., thence to point of beginning, and within 2 miles each side of the 360° bearing from the Seattle-Tacoma ILS LOM, extending from the 5-mile radius arc to the LOM.

Sedalia, Mo.
Within a 5-mile radius of Whiteman AFB, Sedalia, Mo. (latitude 38° 43' 50" N., longitude 93° 33' 00" W.); within 2 miles each side of the Whiteman VOR 010° radial, extending from the 5-mile radius zone to 2 miles N of the VOR, and within 2 miles each side of the Whiteman TACAN 185° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN.

Selma, Ala.
Within a 5-mile radius of Craig AFB (latitude 32°20'31" N., longitude 86°59'22" W.); within 2 miles each side of the Craig VOR 143° radial extending from the 5-mile radius zone to 11 miles SE of the VOR.
Within 2 miles each side of the Craig TACAN 153° radial extending from the 5-mile radius zone to 5.5 miles SE of the TACAN; within 2 miles each side of the Craig TACAN 316° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN.

Shemya, Alaska
Within a 5-mile radius of the Shemya Airport (latitude 52°42'50" N., longitude 174°06'57" E.); within 2 miles each side of the 104° bearing from the Shemya REN, extending from the REN to 12 miles east of the REN, and within 2 miles each side of the 284° bearing from the Shemya REN, extending from the REN to 8 miles west of the REN. The portion within R-2204 is excluded.

Sheridan, Wyo.
Within a 5-mile radius of 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 3.5 miles each side of the Sheridan VORTAC, 139° radial extending from the VORTAC to 23 miles southeast of the VORTAC.

AMENDMENTS 10/15/70 35 F. R. 13362 (rewritten)

Sherman, Tex.
That airspace within a 5-mile radius of Perrin AFB (latitude 33°42'25" N., longitude 96°40'25" W.); within 2 miles each side of the Perrin VOR 170° radial extending from the 5-mile radius zone to 12 miles S of the VOR; within 2 miles each side of the ILS localizer N course extending from the 5-mile radius zone to 1 mile S of the OM; within 2 miles each side of the Perrin TACAN 016° radial extending from the 5-mile radius zone to 6 miles N of the TACAN; within 2 miles each side of the Perrin VOR 014° radial extending from the 5-mile radius zone to 12 miles N of the VOR; and within 2 miles each side of the Perrin TACAN 171° radial extending from the 5-mile radius zone to 6 miles S of the TACAN.

Shreveport, La. (Barksdale AFB)
That airspace within a 5-mile radius of the Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.); within a 5-mile radius of Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.); within 2 miles each side of the Shreveport Downtown VOR 318° radial extending from the 5-mile radius zone to 5.5 miles NW of the VOR, within 2 miles each side of the Elm Grove VOR 330° radial extending from the 5-mile radius zone to 0.5 of a mile NW of the VOR, within 2 miles each side of the Barksdale TACAN 156° radial extending from the 5-mile radius zone to 7.5 miles SE of the TACAN, excluding the portion within the Shreveport, La. (Greater Shreveport Airport) control zone; and excluding the portion within the Shreveport, La. (Downtown Airport), control zone during the hours the Shreveport, La. (Downtown Airport), control zone is effective.

Shreveport, La. (Downtown Airport)
That airspace within a 5-mile radius of Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.), and within 2 miles each side of the Shreveport Downtown VOR 313° radial extending from the 5-mile radius zone to 5.5. miles NW of the VOR, excluding the portion SE of a direct line between the two intersecting points of a 5-mile radius circle centered on Downtown Airport and Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.) and the portion within the Shreveport, La. (Greater Shreveport Airport), control zone. This control zone is effective from 0600 to 2200 hours, local time, daily.

Shreveport, La. (Greater Shreveport Airport)
That airspace within a 5-mile radius of the Greater Shreveport Municipal Airport (latitude 32°26'45" N., longitude 93°49'25" W.); and within 2 miles each side of the Greater Shreveport ILS localizer SE course, extending from the 5-mile radius zone to 6 miles SE of the airport.

Sidney, Nebr.
Within a 5-mile radius of Sidney Municipal Airport (latitude 41°05'55" N., longitude 102°58'55" W.); within 2 miles each side of the Sidney VORTAC 128° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC; and within 2 miles each side of the Sidney VORTAC 321° radial, extending from the 5-mile radius zone to 8 miles NW of the VORTAC.

Silver City, N. Mex.
Within a 5-mile radius of Silver City-Grant County Airport (latitude 32°38'25" N., longitude 108°09'15" W.), and within 3 miles each side of the Silver City VOR 141° radial extending from the 5-mile radius zone to 9 miles southeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 6/25/70 35 F. R. 6492 (Rewritten)

Simmons Army Air Field, N. C.
Within a 5-mile radius of Simmons AAF (latitude 35°07'55" N., longitude 78°57'05" 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°00'05" W.

AMENDMENTS 4/30/70 35 F. R. 3880 (Rewritten)

Sioux City, Iowa
Within a 6-mile radius of Sioux City Municipal Airport (latitude 42°24'03" N., longitude 96°22'55" W,); and within 2 miles each side of the Sioux City VORTAC 140° radial, extending from the 6-mile radius zone to 6 miles SE of the VORTAC; excluding the area within a 1-mile radius of Martin Airport, South Sioux City, Nebr. (latitude 42°27'15" N., longitude 96°28'20" W.).

Sioux Falls, S. Dak.
Within a 5.5-mile radius of Sioux Falls/Joe Foss Field (latitude 43°34'44" N., longitude 96°44'27" W.); and within 2 miles each side of the Sioux Falls ILS localizer SW course extending from the 5.5-mile radius zone to the outer marker.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18508 (Rewritten)

Sitka, Alaska
Within a 5-mile radius of the Sitka Airport (latitude 57°03'00" N., longitude 135°21'51" W.); within 2 miles each side of the Biorka Island VORTAC 029° and 209° radials, extending from the 5-mile radius zone to 2 miles southwest of the VORTAC; within 2 miles each side of the Sitka RR northeast and southwest courses, extending from the 5-mile radius zone to 2 miles southwest of the RR; and within 2 miles each side of the LDA northwest course, extending from the 5-mile radius zone to 10 miles northwest of the LDA.

South Bend, Ind.
Within a 5-mile radius of St. Joseph County Airport, South Bend, Ind. (Lat 41°42'15" N, Long. 86°18'50" W).

South Weymouth, Mass.
Within a 5-mile radius of South Weymouth NAS (latitude 42°08'55" N., longitude 70°56'25" W.); within 2 miles each side of the 337° bearing from the South Weymouth RBN extending from the 5-mile radius zone to the RBN; within 2 miles each side of the South Weymouth TACAN 165° radial extending from the 5-mile radius zone to 6 miles S of the TACAN; and within 2 miles each side of the South Weymouth TACAN 073° radial extending from the 5-mile radius zone to 6 miles E of the TACAN.

Spartanburg, S. C.
Within a 5-mile radius of Spartanburg Downtown Memorial Airport (latitude 34°54'55" N., longitude 81°57'32" W.); within 2 miles each side of Spartanburg VORTAC 196° 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.

AMENDMENTS 4/30/70 35 F. R. 4199 (Rewritten)

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°40'57" N., longitude 117°36'00" W., to latitude 47°32'45" N., longitude 117°35'00" W.

AMENDMENTS 5/28/70 35 F. R. 5583 (Rewritten)
PENDING AMENDMENT
Spokane, Wash. (Fairchild AFB) control zone amended by deleting the geographical coordinates "latitude 47°40'57" N., longitude 117°36'00" W., to latitude 47°32'45" N., longitude 117°35'00" W." and substituting therefor "latitude 47°30'19" N., longitude 117°34'45" W., to latitude 47°40'57" N., longitude 117°36'00" W."

AMENDMENTS 2/4/71 35 F. R. 18192 (Changed)

Spokane, Wash. (Felts Field)
That airspace within a 5-mile radius of Felts Field (latitude 47°41'00" N., longitude 117°19'20" W.).

PENDING AMENDMENT
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 036° 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.

AMENDMENTS 2/4/71 35 F. R. 18190 (Rewritten)

Spokane, Wash. (International).
Within a 5-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), and within 2 miles each side of the Runway 21 extended centerline, extending from the 5-mile radius zone to 6 miles SW of the lift-off end of Runway 21, excluding the portion W of a line extending from latitude 47°32'45" N., longitude 117°35'00" W., to latitude 47°40'57" N., longitude 117°36'00" W.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18192 (Rewritten)

Springfield, Ill.
That airspace within a 5-mile radius of Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the Capital ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Capital VORTAC 040° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; within 2 miles each side of the Capital VORTAC 036° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; and within 2 miles each side of the Capital VORTAC 058° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

Springfield, Mo.
Within a 5-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.) and within 2 miles W and 2.5 miles E of the Springfield VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC.

Stockton, Calif.
Within a 5-mile radius of Stockton Municipal Airport (latitude 37°53'39" N., longitude 121°14'14" W.); within 2 miles each side of the Stockton VORTAC 321° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Stockton ILS localizer SE course, extending from the 5-mile radius zone to 1 mile NW of the OM.

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 213° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the TACAN.

AMENDMENTS 12/10/70 35 F. R. 16315 (Rewritten)

Syracuse, N. Y.
Within a 5-mile radius of the center 43°06'50" N., 76°06'35" W. of Clarence E. Hancock Airport, Syracuse, N. Y.; and within 2.5 miles each side of the Clarence E. Hancock Airport Runway 10 ILS localizer back course, extending from the 5-mile radius zone to 5 miles west of the localizer, excluding that airspace within a 1-mile radius of the center 43°10'45" N., 76°07'30" W. of Michael Field, Cicero, N. Y.

AMENDMENTS 11/12/70 35 F. R. 14449 (Rewritten)

Tacoma, Wash. (McChord AFB)
Within a 5-mile radius of McChord AFB (latitude 47°08'20" N., longitude 122°28'30" W.), excluding the portion SW of a line extending from latitude 47°09'12" N., longitude 122°35'15" W., to latitude 47°04'15" N., longitude 122°31'15" W.; within 2 miles each side of the McChord AFB VOR 182° radial, extending from the 5-mile radius zone to 7.5 miles S of the VOR.

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 Airman's Information Manual.
AMENDMENTS 10/15/70 35 F. R. 16171 (Changed)

Talkeetna, Alaska
Within a 5-mile radius of Talkeetna Airport (Lat. 62°19'20" N, Long. 150°05'20" W), from 0545 to 2145, hours, local time, daily.

Tallahassee, Fla.
Within a 5-mile radius of Tallahassee Municipal Airport (latitude 30°23'59" N., longitude 84°21'22" W.); within 2 miles each side of the Tallahassee VORTAC 175° radial, extending from the 5-mile radius zone to 2 miles south of the VORTAC; within 2 miles each side of the Tallahassee ILS localizer north course, extending from the 5-mile radius zone to 6 miles north of the airport.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18191 (Rewritten)

Tampa, Fla. (International Airport)
Within a 5-mile radius of Tampa International Airport (latitude 27°58'30" N., longitude 82°31'45" W.); within 2 miles each side of the St. Petersburg VORTAC 064° radial, extending from the 5-mile radius zone to 1.5 miles east of the VORTAC, excluding the portion southeast of a line 2 miles northwest of and parallel to the MacDill AFB ILS localizer northeast course and the portion within the St. Petersburg control zone.

Tanana, Alaska
That airspace within a 5-mile radius of the Tanana 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.

AMENDMENTS 7/23/70 35 F. R. 8349 (Rewritten)

Temple, Tex.
That airspace within a 5-mile radius of the Draughon-Miller Airport, Temple, Tex. (latitude 31°09'10" N., longitude 97°24'25" W.); and within 2 miles each side of the Temple, Tex., VOR 348° radial extending from the 5-mile radius zone to 11.5 miles N of the VOR. This control zone is effective during the dates and times published in the Airman's Information Manual.

Terre Haute, Ind.
Within a 5-mile radius of Hulman Field (latitude 39°27'00" N., longitude 87°18'40" W.); within 2 miles each side of the Terre Haute ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Terre Haute VORTAC 051° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; and within 2 miles each side of the Terre Haute VORTAC 230° radial, extending from the 5-mile radius zone to 19 miles southwest of the VORTAC.

Teterboro, N. J.
Within a 5-mile radius of Teterboro Airport (latitude 40°51'05" N., longitude 74°03'40" W.), and within 2 miles each side of the La Guardia VOR 295° radial extending northwest from the Teterboro, N. J., 5-mile radius zone to 17.5 miles northwest of the La Guardia VOR.

Texarkana, Ark.
That airspace within a 5-mile radius of the Texarkana, Ark., Municipal Airport (latitude 33°27'20" N., longitude 93°59'15" W.); and within 2 miles each side of the 129° radial of the Texarkana VORTAC extending from the 5-mile radius zone to 0.5 mile SE of the VORTAC.

Thief River Falls, Minn.
Within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone will be effective during the times designated by a Notice to Airmen and continuously published in the Airman's Information Manual.

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-2902A. This control zone is effective during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 6/25/70 35 F. R. 6859 (Added)

Toledo, Ohio
Within a 5-mile radius of the center of Toledo Express Airport, Toledo, Ohio 41°35'15" N., 83°48'23" W.; within 2 miles each side of the airport ILS localizer SW course extending from the 5-mile radius zone to OM; within 2 miles each side of the airport ILS localizer NE course extending NE from the 5-mile radius zone for 7.5 miles from the localizer and within 2 miles each side of the Waterville VOR 318° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR.

Tonopah, Nev.
Within a 5-mile radius of Tonopah Airport (latitude 38°03'30" N., longitude 117°05'00" W.).

Topeka, Kans. (Forbes AFB)
Within a 5-mile radius of Forbes AFB (latitude 38°57'10" N., longitude 95°39'50" W.), within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 5-mile radius zone to 6 miles NW of the TACAN, and within 2 miles each side of the Forbes AFB ILS localizer SE course, extending from the 5-mile radius zone to 1 mile SE of the OM, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Philip Billard Airport) control zone.

Topeka, Kans. (Philip Billard Airport)
Within a 5-mile radius of Philip Billard Airport (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 219° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Philip Billard Airport ILS localizer SE course, extending from the 5-mile radius zone to 11 miles SE of the SE end of the Philip Billard Airport Runway 31, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Forbes AFB) control zone.

Torrance, Calif.
Within a 3-mile radius of Torrance Municipal Airport (latitude 33°48'10" N., longitude 118°20'20" W.), and within 2 miles each side of the Los Angeles, Calif., VOR 153° radial, extending from the 3-mile radius zone to 7 miles SE of the VOR. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Traverse City, Mich.
Within a 5-mile radius of Traverse City Municipal Airport (latitude 44°44'35" N., longitude 85°34'50" W.); within 2 miles either side of the 137° bearing from the Traverse City RBN extending from the 5-mile radius zone to 8 miles SE of the RBN, and within 2 miles either side of the Traverse City VOR 338° and 158° radials extending from the 5-mile radius zone to 8 miles S of the VOR.
PENDING AMENDMENT
Traverse, City, Mich.
Within a 5-mile radius of Traverse City Municipal 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.

AMENDMENTS 3/4/71 35 F. R. 19983 (Rewritten)

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.).

AMENDMENTS 12/23/70 35 F. R. 19504 (Changed)

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.

AMENDMENTS 4/2/70 35 F. R. 1219 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

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.

AMENDMENTS 5/28/70 35 F. R. 6858 (Rewritten)

Troutdale, Oreg.

Within a 3-mile radius of Troutdale Airport (Lat. 45°33'00" N, Long. 122°23'50" W). This control zone shall be effective from 0700 to 2300 hours, local time, daily.

PENDING AMENDMENT

Troutdale, Oreg.

Within a 3-mile radius of Troutdale Airport (latitude 45°33'00" N., longitude 122°23'50" W.), within 3 miles each side of the 119° bearing from the Lake LOM, extending from the Lake LOM to 8 miles south of the LOM, and that airspace bounded on the northeast by a line 3 miles northeast of and parallel to the 119° and 299° bearings from the Lake LOM, on the northwest by the 154° radial of the Portland VORTAC, and on the southeast by an arc of the 3-mile radius zone. This control zone shall be effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 2/4/71 35 F. R. 18455 (Rewritten)

Troy, Ala.

Within a 5-mile radius of Troy Municipal Airport (latitude 31°51'40" N., longitude 86°00'45" W.); within 2 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to the OM; within 3 miles each side of the 197° radial of the Troy VOR, extending from the 5-mile radius zone to 8.5 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 date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 6/25/70 35 F. R. 6273 (Rewritten)

Truth or Consequences, N. Mex.

Within a 5-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107° 16'20" W.).

Tucson, Ariz. (Davis-Monthan AFB)

Within a 5-mile radius of Davis-Monthan AFB (latitude 32°10'00" N., longitude 110°53'00" W.) excluding the portion subtended by a chord drawn between the points of INT of the Davis-Monthan 5-mile radius zone and the Tucson International 5-mile radius zone, and within 2 miles SW and 2.5 miles NE of the Davis-Monthan ILS Localizer SE course, extending from the 5-mile radius zone to the OM.

Tucson, Ariz. (Tucson International Airport)

Within a 5-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'32" W.); within 2 miles each side of the Tucson VORTAC 273° radial extending from the 5-mile radius zone to 14 miles west of the VORTAC; within 2 miles each side of the extended centerline of Runway 12L extending from the 5-mile radius zone to 5 miles southeast of the lift-off end of Runway 12L; within 2 miles northeast and 2.5 miles southwest of the extended centerline of Runway 30R extending from the 5-mile radius zone to 15.5 miles northwest of the lift-off end of Runway 30R, and within 2 miles southeast and 3 miles northwest of the extended centerline of Runway 21 extending from the 5-mile radius zone to 6.5 miles southwest of the lift-off end of Runway 21, excuding the portion subtended by a chord drawn between the points of INT of the Tucson International Airport 5-mile radius zone with the Davis Monthan-AFB 5-mile radius zone.

Tucumcari, N. Mex.

Within a 5-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.): within 2 miles each side of the Tucumcari VOR 033° radial, extending from the 5-mile radius zone to 8 miles NE of the VOR; and within 2 miles each side of the Tucumcari VOR 078° radial, extending from the 5-mile radius zone to 8 miles E of the VOR.

Tulsa, Okla.

That airspace within a 5-mile radius of the Tulsa International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 2 miles each side of the Tulsa ILS localizer N course, extending from the 5-mile radius zone to 1 mile S of the OM; within 2 miles each side of the Tulsa ILS localizer S course, extending from the 5-mile radius zone to 0.5 mile N of the OM; and within 2 miles each side of the Tulsa VORTAC 268° Radial, extending from the 5-mile radius zone to the VORTAC.

Tulsa, Okla. (Riverside Airport)

Within a 3-mile radius of Riverside Airport (lat. 36°02'19" N., long. 95°59'00" W.), and within 2.5 miles each side of the Tulsa VORTAC 223° radial extending from the 3-mile radius zone to 21 miles southwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 11/12/70 35 F. R. 14650 (Rewritten)

Tuscaloosa, Ala.

Within a 5-mile radius of Van DE Graaff Airport (latitude 33°13'10" N., longitude 87°36'45" W.); within 3 miles each side of the Tuscaloosa VORTAC 061° and 241° radials, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC.

Twin Falls, Idaho
Within a 5-mile radius of the Twin Falls Municipal Airport (latitude 42°29'05" N., longitude 114°29'15" W.), and within 2 miles each side of the Twin Falls VOR 086° radial, extending from the 5-mile radius zone to 8 miles E of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Tyler, Tex.
That airspace within a 5-mile radius of Pounds Field, Tyler, Tex. (latitude 32°21'15" N., longitude 95°23' 55" W.); within 2 miles each side of the Pounds Field ILS localizer NW course extending from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each of the Pounds Field ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

Tyndall AFB, Fla.
Within a 5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); within 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.

AMENDMENTS 3/5/70 35 F. R. 309 (Rewritten)

Unalakleet, Alaska
Within a 5-mile radius of the Unalakleet Airport (latitude 63°53'10" N., longitude 160°47'40" W.); within 2 miles each side of the Unalakleet RR northwest course, extending from the 5-mile radius zone to 14 miles northwest of the RR; within 2 miles each side of the Unalakleet VOR 225° radial, extending from the 5-mile radius zone to 14 miles southwest of the VOR; and within 2 miles each side of the Unalakleet TACAN 175° radial, extending from the 5-mile radius zone to 10.5 miles south of the TACAN. This control zone is effective from 0545 to 2145 hours, local time, daily.

Utica, N. Y.
Within a 5-mile radius of the center, 43°08'45" N., 75°22'55" W. of Oneida County Airport, Utica, N. Y., within 2 miles each side of the Utica ILS localizer SE course extending from the 5-mile radius zone to the Utica radio beacon; within 2 miles each side of the Utica VOR 306° radial extending from the 5-mile radius zone to 1.5 miles NW of the VOR and excluding the portion within the Rome, N. Y., control zone.

Valdosta, Ga. (Moody AFB)
Within a 5-mile radius of Moody AFB (latitude 30°58'01" N., longitude 83°11'27" W.); within 2 miles each side of the Moody VOR 007° radial, extending from the 5-mile radius zone to 12 miles N of the VOR; within 2 miles each side of the Moody VOR 173° radial, extending from the 5-mile radius zone to 12 miles SE of the VOR; within 2 miles each side of the Valdosta VOR 016° radial, extending from the 5-mile radius zone to the Valdosta Municipal Airport 5-mile radius control zone; within 2 miles each side of the Moody TACAN 360° radial, extending from the 5-mile radius zone to 8 miles N of the TACAN; within 2 miles each side of the Moody TACAN 180° radial, extending from the 5-mile radius zone to the Valdosta Municipal Airport 5-mile radius control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

PENDING AMENDMENT

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 180° radial, extending from the 5-mile radius zone to 4.5 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 Airman's Information Manual.

AMENDMENTS 2/4/71 35 F. R. 18191 (Rewritten)

Valdosta, Ga. (Valdosta Municipal Airport)
Within a 5-mile radius of the Valdosta Municipal Airport (latitude 30°46'58" N., longitude 83°16'44" W.); within 2 miles each side of the Valdosta VOR 007° radial, extending from the 5-mile radius zone to the VOR.

PENDING AMENDMENT

Valdosta, Ga. (Valdosta Municipal Airport)
Within a 5-mile radius of Valdosta Municipal Airport (lat. 30°46'58" N., long. 83°16'44" W.).

AMENDMENTS 2/4/71 35 F. R. 18191 (Rewritten)

Vandalia, Ill.
Within a 5-mile radius of the Vandalia Municipal Airport (latitude 38°59'26" N., longitude 89°09'55" W.) and within 2 miles each side of the Vandalia VOR 183° radial extending from the 5-mile radius area to the VOR.

Vandenberg AFB, Calif.
Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif. (latitude 34°43'50" N., longitude 120°34'30" W.); within 2 miles each side of the Vandenberg AFB ILS localizer southeast course, extending from the 5-mile radius zone to 2.5 miles northwest of the OM, and within a 1-mile radius of Lompoc Airport (latitude 34°39'55 N., longitude 120°27'55" W.), excluding that portion within R-2516.

Van Nuys, Calif.
Within a 5-mile radius of Van Nuys Airport (latitude 34°12'30" N., longitude 118°29'15" W.) excluding the portion east of a line from latitude 34°16'00" N., longitude 118°25'55" W. to latitude 34°09'25" N., longitude 118°25'40" W.

Vernal, Utah
Within a 5-mile radius of Vernal Airport (latitude 40°26'30" N., longitude 109°30'50" W.), and within 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 Airman's Information Manual.

AMENDMENTS 5/28/70 35 F. R. 5913 (Changed)

Vero Beach, Fla.
Within a 5-mile radius of Vero Beach Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.).

Victoria, Tex.
Within a 5-mile radius of the Victoria County-Foster Airport (latitude 28° 51' 10" N., longitude 96° 55' 20" W.) and within 2 miles each side of the 320° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from the 5-mile radius zone to 8 miles NW of latitude 28° 51' 30" N., longitude 96° 55' 00" W., effective from 0600 to 2200 hours, local time, daily.

Victorville, Calif.
Within a 5-mile radius of George AFB, Victorville, Calif. (latitude 34°35'45" N., longitude 117°22'55" W.); within 2 miles each side of the George AFB VOR 350° and 005° radials extending from the 5-mile radius zone to 9 miles N of the VOR, and within 1.5 miles NW and 2.5 miles SE of the George AFB VOR 045° radial extending from the 5-mile radius zone to 8.5 miles NE of the VOR.

Visalia, Calif.
Within a 4-mile radius of the Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 123° radial, extending from the 4-mile radius zone to the VOR, excluding the portion within a 1-mile radius of Green Acres Airport, Visalia, Calif. (latitude 36°20'20" N., longitude 119°19'30" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously in the Airman's Information Manual.

Waco, Tex.
That airspace within a 5-mile radius of Waco Municipal Airport (latitude 31°36'40" N., longitude 97°13'40" W.), within 2 miles each side of the Waco VORTAC 330° radial extending from the 5-mile radius zone to 8 miles northwest of the VORTAC and within 2 miles each side of the Waco ILS localizer north course extending from the 5-mile radius zone to the OM.

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 063° radial, extending from the 5-mile radius zone to 9 miles northeast of the Kamuela VOR. This control zone is effective during times established in advance by a Notice to Airmen. The effective times will thereafter be continuously published in the Pacific Chart Supplement.

AMENDMENTS 12/12/69 35 F. R. 19970 (Changed)

Wake Island
Within a 5-mile radius of Wake Island Airport (latitude 19°18'00" N. longitude 166°38'00" E); within 2 miles each side of the Wake Island VORTAC 306° radial, extending from the 5-mile radius zone to 17 miles NW of the VORTAC: within 2 miles each side of the Wake Island VORTAC 111° radial, extending from the 5-mile radius zone to 17 miles E of the VORTAC; within 2 miles each side of the 281° bearing from the Wake Island radio beacon (AXX), extending from the 5-mile radius zone to 15 miles W of the radio beacon; and within 2 miles each side of the 101° bearing from the Wake Island radio beacon (AWK), extending from the 5-mile radius zone to 12 miles E of the radio beacon.

Walla Walla, Wash.
Within a 5-mile radius of Walla Walla City County Airport (latitude 46°05'35" N., longitude 118°17'20" W.), within 2 miles each side of the Walla Walla VOR 215° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR and within 2 miles each side of the Walla Walla TACAN 041° radial, extending from the 5-mile radius zone to 9.5 miles NE of the TACAN.

Walnut Ridge, Ark.
Within a 5-mile radius of Walnut Ridge Municipal Airport (latitude 36°07'30" N., longitude 90°55'25" W.) and within 2 miles each side of the Walnut Ridge VORTAC 244° radial extending from the 5-mile radius zone to 8 miles southwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Washington, D. C.
Within a 5-mile radius of Washington National Airport (latitude 38°51'05" N., longitude 77°02'20" W.), within 2 miles each side of the Washington National Airport ILS localizer S course, extending from the 5-mile radius zone to the OM, within 2 miles each side of the 137° bearing from the Georgetown, D. C., RBN and 2 miles SW of the Washington, D. C., VOR 313° radial, extending from the 5-mile radius zone to the Georgetown RBN, within 2 miles each side of the Washington VOR 324° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR, and within 2 miles each side of the Washington VOR 060° radial, extending from the 5-mile radius zone to 5 miles NE of the VOR, excluding the portion within P-56 and the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone.

Waterloo, Iowa
Within a 5-mile radius of the Waterloo Municipal Airport (latitude 42°33'22" N., longitude 92°23'59" W.), within 2 miles each side of the Waterloo VORTAC 078° and 200° radials extending from the 5-mile radius zone to 8 miles E and 8 miles S of the VORTAC, and within a 1-mile radius of the Leibundguth Airport (latitude 42°28' N., longitude 92°29' W.).

Watertown, N. Y.
That airspace within a 5-mile radius of the center 43°59'20" N., 76°01'20" W. of Watertown Municipal Airport, Watertown, N. Y., and within 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.

AMENDMENTS 3/5/70 35 F. R. 623 (Changed)

Watertown, S. Dak.
Within a 5-mile radius of Watertown Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.); within 2 miles each side of the Watertown VORTAC 185° radial, extending from the 5-mile radius zone to 11 miles south of the VORTAC; within 2 miles each side of the Watertown VORTAC 006° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC; and within 2 miles each side of the 145° bearing from Watertown Municipal Airport, extending from the 5-mile radius zone to 12 miles southeast of the airport.

Wausau, Wis.
Within a 5-mile radius of 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.

AMENDMENTS 10/15/70 35 F. R. 12888 (Rewritten)

Wenatchee, Wash.
Within a 5-mile radius of Pangborn Field, Wenatchee, Wash. (latitude 47°24'00" N., longitude 120°12'30" W.), and within 2 miles each side of the Wenatchee VOR 124° radial, extending from the 5-mile radius zone to 10.5 miles SE of the VOR, excluding the airspace within a 1-mile radius of Fancher Field, Wash. (latitude 47°26'55" N., longitude 120°16'40" W.).

Westfield, Mass.
Within a 5-mile radius of the center 42°09'25" N., 72°42'50" W. of Barnes Municipal Airport, Westfield, Mass.; within 3 miles each side of the Westfield 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.

AMENDMENTS 11/12/70 35 F. R. 14449 (Rewritten)

Westover, Mass.
Within a 5-mile radius of the center, 42°11'40" N., 72°32'15" W., Westover AFB, Chicopee Falls, Mass.; within 2 miles each side of the Westover ILS localizer NE course extending from the 5-mile radius zone to 10 miles NE of the OM; within 2 miles each side of Chicopee TACAN 028° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN and within 2 miles each side of the Westover AFB TACAN 221° radial extending from the 5-mile radius zone to 6 miles SW of the TACAN.

Weyers Cave, Va.
Within a 5-mile radius of the center (38°15'45" N., 78°53'50" W.), of Shenandoah Valley Airport, Weyers Cave, Va.; within 3 miles each side of the 218° bearing from the Laurel Hill RBN (38°12'08" N., 78°57'30" W.) extending from the 5-mile radius zone to 8.5 miles southwest of the RBN; within 3 miles each side of the 355° bearing and the 175° bearing from the Bridgewater RBN (38°21'56" N., 78°57'41" W.) extending from 1.5 miles south of the RBN to 8.5 miles north of the RBN and within 3 miles each side of the 154° bearing from the Bridgewater RBN extending from the 5-mile radius zone to the RBN. This control zone is effective from 0600 to 2400 hours, local time, daily.
AMENDMENTS 5/28/70 35 F. R. 5034 (Added)

Wheeling, W. Va.
Within a 5-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 216° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Whidbey Island, Wash.
Within a 5-mile radius of Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), within 2 miles each side of the Whidbey Island TACAN 351° radial, extending from the 5-mile radius zone to 6 miles north of the TACAN, and within 2 miles each side of the 283° bearing from the Whidbey Island RBN, extending from the 5-mile radius zone to 8 miles west of the RBN.

White Plains, N. Y.
Within a 5-mile radius of Westchester County Airport (lat. 41°04'05" N, long. 73°42'35" W); and within 2 miles either side of the Westchester County ILS localizer NW course extending from the 5-mile radius zone to the OM.

Wichita, Kans. (McConnell AFB)
Within a 5-mile radius of McConnell AFB (latitude 37°37'25" N., longitude 97°16'00" W.); within 2 miles west and 4 miles east of the McConnell AFB TACAN 008° radial, extending from the 5-mile radius zone to 7 miles north of the TACAN; and within 2 miles each side of the McConnell AFB TACAN 199° radial, extending from the 5-mile radius zone to 6 miles south of the TACAN, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (Wichita Municipal), control zone.

Wichita, Kans. (Wichita Municipal).
Within a 5-mile radius of the Wichita Municipal Airport (latitude 37°39'10" N., longitude 97°25'46" W.), within 2 miles each side of the Wichita Municipal Airport ILS localizer N course, extending from the 5-mile radius zone to the INT of the Wichita Municipal Airport ILS localizer N course and the Wichita VOR 075° radial, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (McConnell AFB) 5-mile radius control zone.

Wichita Falls, Tex.
That airspace within a 5-mile radius of Sheppard AFB/Municipal Airport, Wichita Falls, Tex., (latitude 33°58'55" N., longitude 98°29'35" W.); within 2 miles each side of the Wichita Falls VORTAC 092° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the ILS localizer SE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Sheppard TACAN 333° radial extending from the 5-mile radius zone to 7.5 miles N of the TACAN, and within 2 miles each side of the Sheppard TACAN 163° radial extending from the 5-mile radius zone to 7 miles S of the TACAN.

Wilkes-Barre, Pa.
Within a 5-mile radius of the center 41°20'17" N., 75°43'28" W. of Wilkes-Barre-Scranton Airport, Wilkes-Barre, Pa., and within 2 miles each side of the airport ILS localizer SW course extending SW from the 5-mile radius zone for 2 miles SW of the OM.

Williamsport, Pa.
Within a 5-mile radius of the center, 41°14'30" N., 76°55'20" W., of Williamsport-Lycoming County Airport, Williamsport, Pa.; within 2 miles each side of the Williamsport ILS localizer E course extending from the 5-mile radius zone to the Picture Rocks RBN; within 2 miles each side of the centerline of Runway 12 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the centerline of Runway 27 extended from the 5-mile radius zone to 10.5 miles W of the end of the runway; within 2 miles each side of the centerline of Runway 30 extended from the 5-mile radius zone to 7 miles NW of the end of the runway; and within 2 miles each side of the centerline of Runway 33 extended from the 5-mile radius zone to 5.5 miles NW of the end of the runway.

Williston, N. Dak.
Within a 5-mile radius of Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 1½ miles each side of the Williston VOR 137° radial, extending from the 5-mile radius zone to 1½ miles southeast of the VOR; and within 3 miles each side of the 127° bearing from Sloulin International Airport, extending from the 5-mile radius zone to 9 miles southeast of the airport.

Willow Grove, Pa.
Within a 5-mile radius of Willow Grove NAS (latitude 40° 12' 00" N., longitude 75° 08' 55" W.); within a 5-mile radius of Warminster NAF (latitude 40°11'55" N., longitude 75°04'00" W.); within 2 miles each side of the 325° bearing from the Willow Grove RBN, extending from the RBN to 7 miles NW of the RBN; within 2 miles each side of the Warminster NAF TACAN 274° radial, extending from the TACAN to 9 miles W of the TACAN; within 2 miles each side of the Warminster NAF TACAN 082° radial, extending from the TACAN to 6.5 miles E of the TACAN; within 2 miles each side of the Yardley, Pa., VOR 245° radial, extending from the VOR to the Willow Grove NAS, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone centered on Warminster NAF with the North Philadelphia, Pa., control zone, and excluding the portion within the Trenton, N. J., 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.
AMENDMENTS 12/23/70 35 F. R. 19504 (Changed)

Wilmington, Del.
Within a 5-mile radius of the Greater Wilmington Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.); within 2 miles each side of the Greater Wilmington Airport ILS localizer S course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 5-mile radius zone to 7 miles SW of the VORTAC; and within 2 miles each side of the New Castle, Del., VORTAC 278° radial extending from the 5-mile radius zone to 5.5 miles west of the VORTAC.

Wilmington, N. C.
Within a 5-mile radius of New Hanover County Airport (latitude 39°16'15" N., longitude 77°54'05" W.).

Wilmington, Ohio
Within a 5-mile radius of the center, 39°26'00" N., 83°48'00" W., of Clinton County AFB, Wilmington, Ohio; within 2 miles each side of the Clinton County RBN 037° bearing extending from the 5-mile radius zone to 7 miles northeast of the RBN; within 2 miles each side of the 212° bearing from a point 39°25'51" N., 83°48'10" W.. extending from the 5-mile radius zone to 7 miles southwest of said point and within 2 miles each side of the centerline of Runway 22 extended from the 5-mile radius zone to 8 miles southwest of the end of the runway, including that airspace within a 1-mile radius of the center, 39°26'20" N., 83°42'20" W. of Hollister Field, Wilmington, Ohio.

Windsor Locks, Conn.
Within a 5-mile radius of the center 41°56'25" N., 72°41'05" W. of Bradley International Airport, Windsor Locks, Conn., and including a 1-mile radius of the center 41°55'00" N., 72°46'35" W. of Simsbury Airport, Simsbury, Conn.; within 2 miles each side of the airport ILS localizer SW course extending from the 5-mile radius zone to 6 miles southwest of the OM; within 2 miles each side of the centerline of Runway 19 extended from the 5-mile radius zone to 6 miles
S of the end of the runway; within 2 miles each side of the centerline of Runway 15 extended from the 5-mile radius zone to 6 miles SE of the end of the runway within 2 miles each side of the centerline of Runway 6 extended from the 5-mile radius zone to 5 miles from the end of the runway; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 6 miles from the end of the runway.

Wink, Tex.
Within a 3-mile radius of the Winkler County Airport (latitude 31°46'45" N., longitude 103°12'05" W.); within 2 miles each side of the Wink VOR 161° radial, extending from the VOR to 5 miles south of the airport.

Winona, Minn.
Within a 5-mile radius of Max Conrad Field, Winona, Minn. (latitude 44°04'34" N., longitude 91°42'25" W.), within 2 miles each side of the 107° bearing from Max Conrad Field extending from the 5-mile radius zone to 8 miles E of the Airport, and within 2 miles each side of the 319° bearing from Max Conrad Field extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Winslow, Ariz.
Within a 6-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.).

Winston-Salem, N. C.
Within a 5-mile radius of Smith Reynolds Airport (latitude 36°08'01.3" N., longitude 80°13'22.1" W.); within 2 miles each side of Winston-Salem ILS localizer southeast course, extending from the 5-mile radius zone to the LOM; effective from 0700 to 2300 hours, local time daily.
AMENDMENTS 4/30/70 35 F. R. 3880 (Rewritten)

Worcester, Mass.
Within a 5-mile radius of Worcester Municipal Airport (Lat. 42°16'05" N, Long. 71°52'20" W).

Worland, Wyo.
Within a 5-mile radius of Worland Municipal Airport (latitude 43°58'10" N., longitude 107°56'50" W.), and 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.

AMENDMENTS 10/15/70 35 F. R. 13363 (Rewritten)

Worthington, Minn.
Within a 5-mile radius of Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.); and within 2 miles each side of the Worthington VOR 358° radial, extending from the 5-mile radius zone to 7 miles N of the VOR; and within 2 miles each side of the Worthington VOR 189° radial, extending from the 5-mile radius zone to 7 miles S of the VOR. This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airman's Information Manual.

Wrightstown, N. J. (McGuire AFB)
Within a 5-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.), within 2 miles each side of the McGuire VOR 350° radial extending from the 5-mile radius zone to 7 miles N of the VOR; within 2 miles each side of the McGuire VOR 051° radial extending from the 5-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the McGuire VOR 180° radial extending from the 5-mile radius zone to 6 miles S of the VOR; and within 2 miles each side of the McGuire AFB ILS localizer SW course extending from the 5-mile radius zone to the OM.

Yakima, Wash.
Within a 5-mile radius of the Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), and within 2 miles each side of the Yakima ILS localizer east course extending from the 5-mile radius zone to 4.5 miles east of the LOM.

Yakutat, Alaska
Within a 5-mile radius of Yakutat Airport (latitude 59°30'10" N., longitude 139°39'40" W.); within 2 miles each side of the Yakutat VORTAC 147° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; and that airspace bounded on the northeast by a line 2 miles northeast of and parallel to the 315° bearing from the Yakutat RR, on the east and southeast by the 5-mile radius zone, on the south by a line 3 miles south of and parallel to the 283° bearing from the Yakutat RR, and on the west and northwest by the arc of an 8-mile radius circle centered on the Yakutat RR.

Yankton, S. Dak.
Within a 5-mile radius of Chan Gurney Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); within 2 miles each side of the Yankton VOR 321° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; and within 2 miles each side of the Yankton VOR 135° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

Youngstown, Ohio
Within a 5-mile radius of the Youngstown Municipal Airport (latitude 41° 15' 35" N., longitude 80° 40' 40" W.), within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 5-mile radius zone to 5 miles NW of the localizer; and within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 5-mile radius zone to the OM.

Yuma, Ariz.
Within a 5-mile radius of Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within 2 miles each side of the Yuma VORTAC
181° radial extending from the 5-mile radius zone to 2 miles south of the VORTAC, and within 2 miles each side of the 044° bearing from the MCAS Yuma RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN.

Zanesville, Ohio
Within a 5-mile radius of the Zanesville Municipal Airport (latitude 39° 56' 40" N., longitude 81° 53' 20" W.); within 2 miles each side of the Zanesville RBN 210° bearing, extending from the 5-mile radius zone to 7 miles SW of the RBN; and within 2 miles each side of the Zanesville VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding that airspace within a 1-mile radius of the Riverside Airport, Zanesville, (latitude 39° 59' 10" N., longitude 81° 59' 00" W.).

SUBPART G - TRANSITION AREAS

§ 71.181 Designation.
The parts of airspace described below are designated as transition areas.

Aberdeen, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°28' 18" N., 76°10'13" W. of Phillips AAF, Aberdeen, Md., and within 2 miles each side of the Aberdeen RBN 029° bearing extending from the 7-mile radius area to 8 miles NE of the RBN.

Aberdeen, S. Dak.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Aberdeen Municipal Airport (latitude 45°27'00" N., longitude 98°25'00" W.); within 3 miles each side of the Aberdeen VORTAC 312° radial, extending from the 10-mile radius area to 17½ miles northwest of the VORTAC, and within 4½ miles southwest and 9½ miles northeast of the Aberdeen VORTAC 131° radial, extending from the 10-mile radius area to 18½ miles southeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of Aberdeen VORTAC; and within 4½ miles northeast and 9½ miles southwest of the Aberdeen VORTAC 312° radial, extending from the 21-mile radius area to 27 miles northwest of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 7176 (Rewritten)

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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Rewritten)

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.

AMENDMENTS 5/28/70 35 F. R. 5681 (Rewritten)

Aguadilla, P. R.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Ramey AFB (latitude 18°29'50" N., longitude 67°07'45" W.); within a 9-mile radius of Mayaguez Airfield (latitude 18°15'25" N., longitude 67°09'09" W.); within 2 miles each side of the 263° bearing from the Mayaguez RBN, extending from the 9-mile radius area to 11 miles west of the beacon.

Aiken, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Aiken Municipal Airport (latitude 33°39'10" N., longitude 81°41'25" W.); within 3 miles each side of the 048° bearing from Aiken RBN (latitude 33°39'06" N., longitude 81°40'38" W.), extending from the 8-mile radius area to 8.5 miles northeast of the RBN.

Ainsworth, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ainsworth Municipal Airport (latitude 42°34'40" N., longitude 99°59'15" W.); and within 3 miles each side of the 344° bearing from Ainsworth Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 164° and 344° bearings from Ainsworth Municipal Airport, extending from 4 miles south to 18½ miles north of the airport.

Akron, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Akron-Washington County Airport (latitude 40° 10' 30" N., longitude 103° 12' 45" W.), and within 4 miles NE and 2 miles SW of the Akron VOR 123° radial, extending from 5-mile radius area to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 10 miles NE and 7 miles SW of the Akron VOR 123° and 303° radials, extending from 20 miles SE to 10 miles NW of the VOR.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 19171 (Rewritten)

Akron, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Akron Municipal Airport (latitude 41° 02' 15" N., longitude 81° 28' 05" W.); within 2 miles each side of the Akron RBN 062° bearing, extending from the Akron Municipal Airport 7-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the Akron VORTAC 255° radial, extending from the Akron Municipal Airport 7-mile radius area to the VORTAC; within a 7-mile radius of the Akron-Canton Airport (latitude 40° 55' 05" N., longitude 81° 26' 30" W.), and within 5 miles W and 8 miles E of the Akron-Canton ILS localizer S course, extending from the Akron-Canton OM to 12 miles S of the OM; within 2 miles each side of the Akron VORTAC 223° radial extending from the Akron-Canton Airport 7-mile radius area to 5 miles southwest of the VORTAC; within a 5-mile radius of the
Andrew W. Paton of Kent State University Airport, Kent, Ohio (41°09'05" N., 81°25'05" W.); within 2 miles each side of the Akron VORTAC 285° radial, extending from the Andrew W. Paton of Kent State University Airport 5-mile mile radius area to VORTAC; within 2 miles each side of the Akron REN 344° and 164° bearings, extending from the Andrew W. Paton of Kent State University Airport 5-mile radius area to 8 miles south of the REN; and that airspace
extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 40° 53' 00" N., longitude 81° 43' 00" W.; to latitude 41° 08' 00" N., longitude 81° 36' 00" W.; to latitude 41° 11' 30" N., longitude 81° 39' 20" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Cleveland-Hopkins Airport, Cleveland, Ohio (latitude 41° 24' 30" N., longitude 81° 51' 00" W.) to latitude 41° 21' 00" N., longitude 81° 31' 00" W.; to latitude 41° 24' 20" N., longitude 81° 23' 00" W.; thence counterclockwise along the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio (latitude 41° 41' 00" N., longitude 81° 23' 25" W.), to latitude 41° 28' 00" N., longitude 81° 10' 00" W.; to latitude 41° 05' 00" N., longitude 80° 50' 00" W.; to latitude 40° 56' 00" N., longitude 80° 52' 00" W.; to latitude 40° 56' 40" N., longitude 80° 36' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Imperial, Pa., VORTAC to the Imperial VORTAC 249° radial; thence via the 249° radial to 60 miles SW of the VORTAC; thence via a direct line to the Newcomerstown, Ohio, VOR; direct to the Tiverton, Ohio, VOR; to latitude 40° 54' 00" N., longitude 82° 04' 00" W.; thence counterclockwise along the arc of a 37-mile radius circle centered on the Cleveland-Hopkins Airport to the point of beginning.

Alabama
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Alabama, including that airspace within 3 nautical miles from and parallel to the shoreline of Alabama, excluding the portions within R-2101, R-2103, and R-2908.

AMENDMENTS 6/19/70 35 F. R. 10505 (Changed)

Alabaster, Ala.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby County Airport (latitude 33°10'40" N., longitude 86°47'00" W.).

Alamogordo, N. Mex.
That airspace extending upward from 700 feet above the surface within a 11-mile radius of the Holloman AFB Airport (latitude 32°5104" N., longitude 106°06'05" W.); within 4 miles east and 6 miles west of the Holloman AFB TACAN 349° radial extending from the 11-mile radius area to 17.5 miles north of the TACAN; within 2 miles east and 6 miles west of the extended centerline of Runway 15 extending from the 11-mile radius area to 12.5 miles south of the south end of Runway 15.

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Alamosa, Colo.
That airspace extending upward from 700 feet above the surface within 10 miles northeast and 9 miles southwest of the Alamosa VORTAC 335° and 155° radials extending from 20 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.
That airspace extending upward from 1,200 feet above the surface within 13 miles northeast and 9.5 miles southwest of the Alamosa VORTAC 335° radial extending from the VORTAC to 31 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 4.5 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.

AMENDMENTS 5/28/70 35 F. R. 4548 (Rewritten)

Albany, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Albany-Dougherty County Airport (latitude 31°32'08" N., longitude 84°11'34" W.); within a 10-mile radius of NAS Albany (latitude 31°35'50" N., longitude 84°05'05" W.); within a 5-mile radius of Sylvester Airport (latitude 31°33'25" N., longitude 83°53'40" W.); within 2 miles each side of the Albany VORTAC 110° radial, extending from the NAS Albany 10-mile radius area to the VORTAC; within 2 miles each side of the Albany VORTAC 145° radial, extending from the 9-mile radius area to the VORTAC; within 2 miles each side of the 194° bearing from the Sylvester RBN (latitude 31°33'27" N., longitude 83°53'34" W.), extending from the 5-mile radius area to 8 miles S of the RBN.

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.

AMENDMENTS 10/15/70 35 F. R. 13642 (Rewritten)

Albert Lea, Minn.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Albert Lea Municipal Airport (latitude 43°40'50" N., longitude 93°22'05" W.); and within 3 miles each side of the 343° bearing from Albert Lea Municipal Airport, extending from the 5½-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 163° and 343° bearings from Albert Lea Municipal Airport, extending from 6 miles south to 18½ miles north of the airport, excluding the portion which overlies the Hope, Minn., transition area.

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 Millville VORTAC 003° radial extending from the 5-mile radius area to the VORTAC, excluding the portion that coincides with the Millville, N. J., transition area. This transition area is effective from sunrise to sunset, daily.

AMENDMENTS 8/6/70 35 F. R. 12533 (Changed)

Albuquerque, N. Mex.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Albuquerque Sunport Airport/Kirtland AFB (latitude 35°02'42" N., longitude 106°36'02" W.); and that airspace extending upward from 11,000 feet MSL within 5 miles each side of the Albuquerque VORTAC 339° radial, extending from the 46-mile radius area to 79 miles N of the VORTAC, and within 5 miles each side of the Albuquerque VORTAC 303° radial, extending from the 46-mile radius area to 79 miles NW of the VORTAC. The portions of this transition area within 5 miles each side of the Albuquerque VORTAC 303° and 339° radials, extending from the 46-mile radius area to 79 miles N and NW are excluded from Federal airways.

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Alexander City, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Thomas C. Russell Field Airport (latitude 32°55'15" N., longitude 85°57'45" W.); within 3 miles each side of the 171° bearing from the Alexander City REN (latitude 32°53'10" N., longitude 85°57'30" W.), extending from the 5-mile radius area to 11 miles south of the REN.

Alexandria, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Alexandria Airport (latitude 40°13'25" N., longitude 85°38'15" W.) excluding the portion which overlies the Anderson, Ind., transition area.

Alexandria, La.
That airspace extending upward from 700 feet above the surface within a 16-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.), within a 7-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.), and within 4 miles each side of the Esler VOR 155° radial extending from the Esler Field 7-mile radius area to 17 miles southeast of the VOR.
AMENDMENTS 3/5/70 35 F. R. 6 (Changed); 4/2/70 35 F. R. 1221 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

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; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Alexandria VORTAC, extending from the 306° radial clockwise to the 148° radial; within 4½ miles southeast and 9½ miles northwest of the Alexandria VORTAC 051° and 231° radials extending from 6 miles southwest to 18½ miles northeast of the VORTAC; and within 5 miles each side of the Alexandria VORTAC 231° radial, extending from 9½ miles southwest to 21½ miles southwest of the VORTAC.

AMENDMENTS 10/15/70 35 F. R. 12751 (Rewritten)

Allegan, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Allegan, Mich., Padgham Field (latitude 42°31'55" N., longitude 85°49'30" W.), excluding the portion which coincides with the Battle Creek, Mich., transition area.
PENDING AMENDMENT
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.
AMENDMENTS 2/4/71 35 F. R. 18508 (Rewritten)

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.
AMENDMENTS 8/20/70 35 F. R. 10145 (Added)

Allentown, Pa.
That airspace extending upward from 700 feet above the surface within a 21-mile radius of the center, 40°39'10" N., 75°26'20" W., of Allentown-Bethlehem-Easton Airport, Allentown, Pa., extending clockwise from the 205° bearing from the airport to 5 miles northwest of the Allentown, Pa., VORTAC 043° radial; within 5 miles each side of the Allentown VORTAC 043° radial extending from the VORTAC to 18 miles northeast of the VORTAC; within a 12-mile radius of the airport extending clockwise from 5 miles southeast of the Allentown VORTAC 043° radial to the 205° bearing from the airport.

Alliance, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Alliance Municipal Airport (latitude 42°02'45" N., longitude 102°48'30" W.); and within 3 miles each side of the 142° bearing from Alliance Municipal Airport, extending from the 10-mile radius area to 11 miles southeast of the airport; and that airspace extending from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 142° bearing from Alliance Municipal Airport, extending from the airport to 21½ miles southeast of the airport; within 4½ miles northeast and 9½ miles southwest of the Alliance VOR 304° radial, extending from the VOR to 18½ miles northwest of the VOR; within 4½ miles southwest and 9½ miles northeast of the Alliance VOR 150° radial, extending from the VOR to 18½ miles southeast of the VOR; and within 4 nautical miles each side of a line extending from Alliance Municipal Airport to Chadron, Nebr., Municipal Airport (latitude 42°50'10" N., longitude 103°05'50" W.), excluding the area which overlies the Scottsbluff, Nebr., transition area.

AMENDMENTS 11/12/70 35 F. R. 14304 (Rewritten)

Alliance, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°58'56" N., 81°02'22" W., of Miller Airport, Alliance, Ohio, and within 2 miles each side of the Akron VOR 136° radial extending from the 5-mile radius area to the VOR, excluding the portion within the Akron, Ohio, transition area.

Alma, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bacon County Airport (latitude 31°32'20" N., longitude 82°30'30" W). This transition area is effective from 0600 to 2200 hours, local time, daily.

Alma, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Gratiot Community Airport (latitude 43°19'25" N., longitude 84°41'40" W.); and within 2 miles each side of the 278° bearing from Gratiot Community Airport, extending from the 6-mile radius area to 8 miles west of the airport.

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, and that airspace extending upward from 1,200 feet above the surface within a 32-mile radius circle centered on the Alpena RBN, extending from a line 5 miles west of and parallel to the 360° bearing from the RBN clockwise to a line 5 miles east of and parallel to the 026° bearing from the RBN; within a 34-mile radius circle centered on the Alpena VORTAC extending from a line 5 miles northwest of and parallel to the 329° radial of the VORTAC clockwise to a line 5 miles east of and parallel to the 350° radial of the VORTAC.

AMENDMENTS 1/7/71 35 F. R. 17034 (Rewritten)

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.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

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.).

AMENDMENTS 9/17/70 35 F. R. 11617 (Rewritten)

Amchitka, Alaska
That airspace extending upward from 700 feet above the surface within 8 miles north and 5 miles south of the 082° bearing from the Amchitka RBN extending from the RBN to 11.5 miles east; within 8 miles southeast and 5 miles northwest of the 247° bearing from the Amchitka RBN, extending from the RBN to 11.5 miles southwest; and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Amchitka Airport (latitude 51°22'45" N., longitude 179°15'42" E.).

Ames, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ames Municipal Airport (latitude 41°59'25" N., longitude 93°37'05" W.) and within 5 miles SW and 8 miles NE of the 127° bearing from Ames Municipal Airport, extending from the airport to 12 miles SE.

PENDING AMENDMENT
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.

AMENDMENTS 3/4/71 36 F. R. 147 (Rewritten)

Anchorage, Alaska
That airspace extending upward from 700 feet above the surface within an 18-mile radius of the Anchorage airport surveillance radar antenna site (latitude 61°16'N., longitude 149°50' W.); within 2 miles each side of the Anchorage RR SW course extending from the 18-mile radius transition area to 10 miles SW of the RR, and within 5 miles north and 8 miles south of the Anchorage VORTAC 260° Radial, extending from the 18-mile radius transition area to 12 miles west of the Anchorage VORTAC; that airspace extending upward from 1,200 feet above the surface within a 72-mile radius of the Anchorage VORTAC extending clockwise from the SW boundary of Victor Airway 440, northwest of Anchorage, to the S boundary of Green Federal airway No. 8, northeast of Anchorage, and within a 55-mile radius of the Anchorage VORTAC extending clockwise from the S boundary of Green Federal airway No. 8,
northeast of Anchorage, to the SW boundary of Victor Airway 440, northwest of Anchorage; and that airspace extending upward from 14,500 feet MSL within a 172-mile radius of the Anchorage VORTAC, excluding the portions within the United States, Federal airways, Control 1218, Control 1310, the Cordova, Alaska, and Middleton Island, Alaska, control area extensions, the King Salmon, Alaska, transition area, and the Anchorage Oceanic Control Area.

Anderson, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Anderson Municipal Airport (latitude 40°06'35" N., longitude 85°36'55" W.); and within 3 miles each side of the 298° bearing from Anderson Municipal Airport, extending from the 7-mile radius area to 12½ miles northwest of the airport.

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.).

AMENDMENTS 3/5/70 35 F. R. 308 (Rewritten)

Andover, N. J.
That airspace extending upward from 700 feet above the surface wtihin a 7-mile radius of the center, 41°00'30" N., 74°44'20" W. of Aeroflex-Andover Airport, Andover, N. J., and within 5 miles north and 8 miles south of the Stillwater, N. J., VOR 263° radial extending from the VOR to 12 miles west of the VOR within 2 miles each side of the Stillwater, N. J. VOR 083° radial extending from the 7-mile radius area to the VOR effective from sunrise to sunset daily.
That airspace extending upward from 1200 feet above the surface bounded by a line beginning at: 41°19'00" N., 74°33'00" W.; 40°49'00" N., 74°37'00" W.; 40°48'00" N., 75°00'00" W.; 40°56'16" N., 75°11'04" W.; 41°31'00" N., 75°07'00" W. to point of beginning.

Aniak, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the 230° bearing from the Aniak RBN extending from 8 miles SW to 18 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 7 miles NE and 8 miles SW of the 140° and 320° bearings from the Aniak RBN extending from 7 miles NW to 18 miles SE of the RBN.

Ann Arbor, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ann Arbor Municipal Airport (latitude 42°13'25" N., longitude 83°44'30" W.); excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area.

Annette Island, Alaska
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Annette Island VOR; within 5 miles southwest of the 331° bearing from the Gravina Island RBN, extending from the 14-mile radius area to 8 miles northwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 9 miles southwest of the Annette Island radio range northwest course, extending from the RR to 28 miles northwest of the RR; and within 14 miles northeast and 22 miles southwest of the Annette Island VOR 150° radial, extending from the VOR to 30 miles southeast of the VOR; excluding the portion outside the United States.

Anniston, Ala.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Anniston-Calhoun County Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within a 12-mile radius of Talladega Municipal Airport (latitude 33°34'07" N., longitude 86°03'36" W.); excluding the portion within R-2101.

AMENDMENTS 4/30/70 35 F. R. 4259 (Rewritten)

Anthony, Kans.
That airspace extending upward from 1,200 feet above the surface bounded on the northwest by V-12, on the northeast by V-74, and on the south by the Kansas/Oklahoma State line.

AMENDMENTS 11/12/70 35 F. R. 14651 (Added)

Apalachicola, Fla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Apalachicola Municipal Airport (lat. 29° 43' 45" N., long. 85° 01' 45" W.); within 2 miles each side of the 012°, 049°, and 322° bearings from the Apalachicola RBN, extending from the 6-mile radius area to 8 miles North, Northeast and Northwest of the RBN.

Appleton, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Outagamie County Airport (latitude 44°15'35" N., longitude 88°31'15" W.); and within 2 miles each side of the 016°, 135°, 206°, and 285° bearings from Outagamie County Airport, extending from the 6-mile radius area to 8 miles north, southeast, southwest, and west of the airport.

Arcata, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 323° and 153° bearings from the Arcata RBN, extending from 7.5 miles NW to 15 miles SE of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 124°30'00" W., on the N by latitude 41° 16'00" N., on the E and S by a line 9 miles NE of and parallel to the 333° and 153° bearings from the Arcata RBN to latitude 40°34'00" N., thence to latitude 40°22'00" N., longitude 124°12'00" W., thence to latitude 40°22'00" N., longitude 124°30'00" W.; and within 9 miles each side of the Fortuna, Calif., VOR 110° radial, extending from the VOR to 61 miles E of the VOR.

Ardmore, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W.); within a 5-mile radius of the Downtown Ardmore Airport (latitude 34°09'30" N., longitude 97°08'00" W.); within 2 miles each side of the Ardmore VOR 233° and 053° radials, extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles N and 8 miles S of the 265° and 085° bearings from the Ardmore RBN, extending from 3 miles E to 8 miles W of the RBN.

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.

AMENDMENTS 4/30/70 35 F. R. 3881 (Added); Corr: 35 F. R. 6176

Arkansas
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Arkansas.

AMENDMENTS 9/17/70 35 F. R. 11900 (Added)

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.

AMENDMENTS 8/20/70 35 F. R. 10358 (Rewritten)

Asheboro, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Asheboro Municipal Airport (latitude 35°39'18" N., longitude 79°53'41" W.).

Asheville, N. C.
That airspace extending upward from 700 feet above the surface within 7 miles east and west of the 160° and 340° bearings from the Biltmore RBN, extending from 7 miles north of Biltmore RBN to 12 miles south of Broad River RBN; within 8 miles east and 5 miles west of the Asheville ILS localizer south course, extending from Broad River RBN to 12 miles south of the RBN; within 2 miles each side of the 339° bearing from Biltmore RBN, extending from the RBN to 8 miles north of the RBN; within 2 miles each side of the Sugarloaf Mountain VORTAC 230° radial, extending from the VORTAC to the Broad River RBN.

AMENDMENTS 4/30/70 35 F. R. 4257 (Changed)

Ashland, Ky.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°33'15" N., 82°44'20" W., of Ashland-Boyd County Airport, Ashland, Ky.; within 2 miles each side of the Runway 10 centerline extended from the 6-mile radius area to 9 miles east of the end of the runway; within 2 miles each side of the Runway 28 centerline extended from the 6-mile radius area to 9 miles west of the end of the runway and within 2 miles each side of the York VOR 116° radial extending from the 6-mile radius area to the VOR.

Ashland, Mo.
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Columbia Regional Airport (latitude 38°48'55" N., longitude 92°13'05" W.); within 2 miles each side of the Hallsville, Mo., VORTAC 193° radial, extending from the 8½-mile radius area to 10 miles south of the VORTAC; within 3½ miles each side of the 031° bearing from Columbia Regional Airport, extending from the 8½-mile radius area to 9 miles northeast of the airport; and within 3½ miles each side of the 193° bearing from Columbia Regional Airport, extending from the 8½-mile radius area to 12 miles south of the airport, excluding the portions which overlie the Columbia, Mo., and Jefferson City, Mo., transition areas.

AMENDMENTS 4/2/70 35 F. R. 2581 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

Ashland, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of John F. Kennedy Memorial Airport (latitude 46°32'55" N., longitude 90°55'00" W.) and within 2 miles each side of the 208° bearing from John F. Kennedy Memorial Airport, extending from the 5-mile radius area to 8 miles SW of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 208° bearing from John F. Kennedy Memorial Airport extending from the airport to 12 miles SW of the airport.

Astoria, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Astoria VOR 309° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport, Astoria, Oreg. (latitude 46°09'25" N., longitude 123°52'40" W.) to 8 miles NW of the Fort Stevens FM (latitude 46°12'31" N., longitude 123°57'51" W.), and within 2 miles each side of the Astoria VOR 347° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within 6 miles NE and 5 miles southwest of the Astoria, Oreg., VOR 147° and 327° radials, extending from 7 miles southeast to 13 miles northwest of the VOR; within 9 miles south and 2 miles north of the Astoria VOR 268° radial; extending from the VOR to 13 miles west of the VOR; within 5 miles northeast and 8 miles southwest of the Astoria VOR 309° radial, extending from the Fort Stevens fan marker to 12 miles northwest of the fan marker and within 8 miles northeast and 6 miles southwest of the Astoria VOR 309° radial extending from the Fort Stevens fan marker to 20 miles northwest of the fan marker.
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.

AMENDMENTS 8/20/70 35 F. R. 9922 (Changed)

Athens, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Athens Municipal Airport (latitude 33°56'54" N., longitude 83°19'37" W.).

Athens, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°20'09" N., 82°04'16" W., of Ohio University Airport, Athens, Ohio, and within 2 miles each side of the 089° bearing from the Athens RBN extending from the 6-mile radius area to 8 miles E of the RBN.

Athens, Tenn.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of McMinn County Airport (lat. 35°23'45" N., long. 84°33'45" W.).

AMENDMENTS 11/12/70 35 F. R. 14650 (Added)

Athens, Tex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 32° 12'30" N., long. 95°39'30" W., to lat 31°59'00" N., long. 95°35'00" W., to lat. 31°56'30" N., long. 95°41' 00" W., to lat. 31°59'30" N., long. 95°53'00" W., to lat. 32°12'00" N., long. 95°56'00" W., to lat. 32° 15' 00" N., long. 95°50'30" W., to point of beginning.

AMENDMENTS 12/10/70 35 F. R. 15635 (Rewritten)

Atlanta, Ga.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Atlanta Airport (latitude 33°38'35" N., longitude 84°25'25" 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 northeast and 4.5 miles southwest of Atlanta ILS Runway 33 localizer southeast course, extending from the 15-mile radius area to 18.5 miles southeast of the LOM; 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 Fulton 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°54'40" N., longitude 84°31'00" W.); within 4 miles each side of the NAS Atlanta 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.).
AMENDMENTS 6/25/70 35 F. R. 6492 (Rewritten); Corr: 35 F. R. 7412

Atlantic, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Atlantic Municipal Airport (latitude 41°24'20" N., longitude 95°02'45" W.); and within 5 miles NE and 8 miles SW of the 313° bearing from the Atlantic, Iowa, RBN, extending from the RBN to 12 miles NW.

Atlantic City, N. J.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°27'25" N., 74°34'45" W. of Atlantic City Municipal (Pomona) Airport, Atlantic City, N. J., and the airspace bounded on the SW by the Atlantic City VORTAC 176° radial to 3 NM offshore; on the SE by a line 3 NM offshore; and on the NE by the Atlantic City VORTAC 112° radial, within 8 miles SW and 5 miles NE of the Atlantic City ILS localizer NW course extending from the 12-mile radius area to 12 miles NW of the OM.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 39°43'00" N., 74°48'00" W. to 39°37'31" N., 74°20'02" W. to 39°31'45" N., 74°15'55" W. to 39°08'00" N., 74°51'00" W. to 38°57'30" N., 74°59'20" W. to 39°26'20" N., 75°19'58" W. to 39°30'30" N., 75°23'00" W. to 39°37'00" N., 75°10'00" W. to 39°33'00" N., 75°07'00" W. to point of beginning.

Atterbury, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bakalar AFB (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the AFB, extending from the 6-mile radius zone to 12 miles NE of the AFB.

AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Auburn, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Auburn-Opelika Airport (latitude 32°36'55" N., longitude 85°26'10" W.); within 2.5 miles each side of Columbus, Ga., VOR 270° radial, extending from the 5-mile radius area to 17.5 miles west of the VOR.

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 016° 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.).
AMENDMENTS 7/23/70 35 F. R. 8655 (Rewritten)

Auburn, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°02' 55" N., 70°17'00" W. of Auburn-Lewiston Municipal Airport; within 3 miles each side of the 215° and 035° bearing from the New Gloucester, Maine RBN, 43°59'14" N., 70°19'29" W., extending from the 5-mile radius area to 9 miles southwest of the RBN; and within 2 miles each side of the 049° bearing from the New Gloucester, Maine RBN extending from the RBN to 12 miles northeast of the RBN.

AMENDMENTS 11/12/70 35 F. R. 14450 (Rewritten)

Augusta, Ga.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Bush Field (latitude 33°22'10" N., longitude 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 9.5 miles southwest and 4.5 miles northeast of Augusta VORTAC 321° radial, extending from the 11-mile radius area to 18.5 miles northwest of the VORTAC; within 9.5 miles west and 4.5 miles east of the 166° and 346° bearings from Emory RBN, extending from the 11-mile radius area to 18.5 miles north of the RBN; excluding the portion within R-6004.

AMENDMENTS 5/28/70 35 F. R. 5531 (Rewritten)

Augusta, Maine
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center (44°19'15" N., 69°47'45" W.), of Augusta State Airport, Augusta, Maine, within 4.5 miles northeast and 9.5 miles southwest of the Capital City, Maine RBN (44°20'18" N., 69°48'42" W.) 333° bearing, extending from the Capital City RBN to 18.5 miles northwest of the RBN and within 4.5 miles northeast and 9.5 miles southwest of the Augusta VORTAC 328° radial, extending from the Augusta VORTAC to 18.5 miles northwest of the VORTAC.

AMENDMENTS 3/5/70 35 F. R. 623 (Changed)

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.
AMENDMENTS 1/8/70 34 F. R. 18158 (Changed)

Austin, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Austin Municipal Airport, Austin, Minnesota (latitude 43°40'00" N., longitude 92°55'58" W.), and within 5 miles E and 8 miles W of the 351° bearing from Austin Municipal Airport, extending from the airport to 12 miles N and within 5 miles W and 8 miles E of the 176° bearing from the airport extending from the airport to 12 miles S.

Austin, Tex.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 30°23'25" N., longitude 97°43'35" W.; within a 7-mile radius of Bergstrom AFB; within 2 miles each side of the Bergstrom ILS localizer S course, extending from the 7-mile radius area to 12 miles S of the LOM; and within 2 miles each side of the Austin ILS localizer SE course, extending from the 7-mile radius area to 8 miles SE of the Austin LOM.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Babylon, N. Y.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Republic Airport, Farmingdale, N. Y. (latitude 40°43'45" N., longitude 73°24'45" W.); within 2 miles each side of the 158° bearing from the Babylon RBN extending from the Republic Airport 8-mile radius area to 8 miles S of the RBN; within 2 miles each side of the 165° bearing from the Babylon RBN extending from the Republic Airport 8-mile radius area to 8 miles S of the RBN; and within an 8-mile radius of Grumman Bethpage Airport, Bethpage, N. Y. (latitude 40°44'45" N., longitude 73°29'35" W.); within a 5-mile radius of Deer Park Airport, Deer Park, N.Y. (latitude 40°45'31" N., longitude 73°18'35" W.); and within 2 miles each side of the Deer Park VORTAC 007° radial extending from the 5-mile radius area to 8 miles N of the VORTAC, excluding the portion within the Islip, N. Y., and New York, N. Y., transition areas.

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.

AMENDMENTS 6/25/70 35 F. R. 6704 (Rewritten)

Bakersfield, Calif.

That airspace extending upward from 700 feet above the surface within 4 miles NE and 5 miles SW of 135° and 315° bearings from the Bakersfield LOM, extending from the arc of a 5-mile radius circle centered on Meadows Field, Bakersfield, Calif. (latitude 35° 25' 40" N., longitude 119° 03' 05" W.), to 10 miles SE of the LOM; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 118° 45' 00" W., on the S by latitude 35° 05' 00" N., on the W by a line extending from latitude 35° 05' 00" N., longitude 120° 05' 00" W., to latitude 35° 43' 50" N., longitude 120° 05' 00" W, to latitude 35° 43' 50" N, longitude 119° 30' 00" W. to latitude 36° 00' 00" N. longitude 119° 30' 00" W. and on the N by latitude 36° 00' 00" N.

Baltimore, Md.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 39°10'25" N., 76°40'15" W., of Friendship International Airport, Baltimore, Md.; within 2 miles each side of the runway 33 centerline extended from the 9-mile radius area to 9 miles northwest of the end of the runway; within 5 miles north and 8 miles south of the Baltimore ILS west course extending from the 9-mile radius area to 12 miles west of the OM; within a 6-mile radius of the center, 39°19'35" N., 76°25'00" W., of Martin Airport, Baltimore, Md.; within 2 miles each side of the runway 14 centerline extended from the 6-mile radius area to 7 miles southeast of the end of the runway; within 2 miles each side of the runway 36 centerline extended from the 6-mile radius area to 9 miles north of the end of the runway; within 2 miles each side of a 132° bearing from the Martin RBN (39°18'15" N., 76°22'45" W.) extending from the 6-mile radius area to 8 miles southeast of the RBN; within 2 miles each side of the Martin TACAN (39°19'18" N., 76°24'42" W.) 317° radial extending from the 6-mile radius area to 15 miles northwest of the TACAN and within a 19-mile radius arc of the Baltimore VORTAC extending clockwise from the Baltimore VORTAC 004° radial to the 035° radial.

That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 38°47'00" N., 76°16'00" W., to 38°57'00" N., 75°53'00" W. to 39°10'00" N., 75°53'00" W. to 39°18'20" N., 75°36'40" W. to 39°50'00" N., 76°19'40" W. to 39°50'00" N., 77°30'00" W. to 39°16'00" N., 77°30'00" W. to 39°18'00" N., 77°22'00" W. to 39°09'00" N., 77°12'00" W. to 38°57'00" N., 76°22'00" W. to the point of beginning.

Bangor, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius arc of the center (44°48'20" N., 68°49'32" W,), of the Bangor International Airport, Bangor, Maine, extending clockwise from 245° to 093°; within a 12-mile radius arc of Bangor International Airport extending clockwise from 093° to 245°; within 2 miles each side of the Bangor VORTAC 318° radial extending from the VORTAC to 12 miles NW of the VORTAC; within 5 miles E and 8 miles W of the Bangor ILS localizer SE course extending from the OM to 12 miles SE of the OM; within a 5-mile radius area of the center (44°57'10" N., 68°40'15" W.), of Old Town Municipal Airport, Old Town, Maine, and within 2 miles each side of the Bangor VORTAC 052° radial extending from the Old Town Municipal Airport 5-mile radius area to the VORTAC; within 2 miles each side of the Bangor VORTAC 050° radial extending from the Old Town Municipal Airport 5- mile radius area to 25 miles northeast of the VORTAC; within 2 miles each side of a 028° bearing from the Old Town, Maine, RBN, 45°00'24" N., 68°38'02" W., extending from the Old Town Municipal Airport 5-mile radius area to 8 miles northeast of the RBN; within 2 miles each side of the Old Town Municipal Airport Runway 22 centerline extended from the Old Town Municipal Airport 5-mile radius area to 6 miles south of the end of the runway; within 2 miles each side of the Old Town Municipal Airport Runway 33 centerline extended from the Old Town Municipal Airport 5-mile radius area to 6 miles northwest of the end of the runway; within 2 miles each side of the Old Town Municipal Airport Runway 15 centerline extended from the Old Town Municipal Airport 5-mile radius area to 5 miles southeast of the end of the runway; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44° 50' 00" N., longitude 67° 56' 00" W., to latitude 44° 18' 30" N., longitude 67° 56' 00" W., to latitude 43° 52' 00" N., longitude 69° 00' 00" W., to latitude 43° 48' 00" N., longitude 69° 03' 00" W., to latitude 43° 50' 00" N., longitude 69° 18' 00" W..to latitude 43° 59' 00" N., longitude 69° 16' 00" W., to latitude 44° 09' 00" N., longitude 69° 39' 00" W., thence clockwise via the arc of a 14-mile radius circle centered on the Augusta, Maine, VOR to latitude 44° 09' 00" N., longitude 69° 57' 00" W., to latitude 44° 03' 00" N., longitude 70° 06' 00" W., to latitude 43° 50' 00" N., longitude 70° 12' 00" W., to latitude 43° 55' 00" N., longitude 70° 28' 00" W., to latitude 44° 05' 00" N., longitude 70° 23' 00" W., to latitude 44° 12' 00" N., longitude 70° 10' 00" W., to latitude 44° 16' 00" N., longitude 70° 14' 00" W., to latitude 44° 39' 00" N., longitude 69° 47' 00" W., to latitude 44° 50' 00" N., longitude 69° 47' 00" W., to latitude 45° 12' 00" N., longitude 69° 23' 00" W., to latitude 45° 24' 00" N., longitude 68° 55' 00" W., to latitude 45° 30' 00" N., longitude 68° 31' 00" W.. to latitude 45° 27' 00" N.. longitude 68° 20' 00" W., to latitude 45° 33' 00" N., longitude 68° 16' 00" W.. to latitude 45° 38' 00" N., longitude 67° 40' 30" W., thence via the United States/Canadian border to latitude 45° 09' 00" N., longitude 67° 23' 00" W., to latitude 45° 07' 00" N., longitude 67° 30' 00" W., to latitude 44°50'00" N., longitude 67°30'00" W., to the point of beginning.
That airspace extending upward from 5,500 feet MSL bounded by a line beginning at 45°24'00" N., 68°55'00" W., to 45°12'00" N., 69°23'00" W., to 45°07'30" N., 69°28'00" W., to 45°23'00" N., 69°48'00" W., to 45°23'00" N., 69°30'00" W., to the point of beginning.

Baraboo, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bell Airport, Baraboo, Wis. (latitude 43°31'13" N.; longitude 89°46'09" W.); and within 2 miles each side of the Dells VOR 013° radial, extending from the 5-mile radius to 8 miles N of the VOR.

Bardstown, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°48'50" N., 85°30'00" W. of Samuels Field, Bardstown, Ky.; within 2 miles each side of the Runway 20 centerline extended from the 5-mile radius area to 5 miles south of the end of the runway and within 2 miles each side of a 022° bearing from the Bardstown, Ky. RBN 37°50'52" N., 85°29'00" W. extending from the 5-mile radius area to 8 miles north of the RBN.

Bar Harbor, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bar Harbor Municipal Airport (latitude 44°27'00" N., longitude 68°21'45" W.); within 2 miles each side of the 019° bearing from the Bar Harbor RBN, extending from the 5-mile radius area to 8 miles NE of the RBN; within 2 miles each side of the 331° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles NW of the airport; within 2 miles each side of the 201° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles SW of the airport; and within 2 miles each side of the 271° bearing from the Bar Harbor Airport, extending from the 5-mile radius area to 7 miles W of the airport.

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.

AMENDMENTS 1/7/71 35 F. R. 19248 (Added)

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°15'26" N., long. 81°23'06" 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; excluding the portion within R-6004.

AMENDMENTS 12/10/70 35 F. R. 14924 (Added)

Bartlesville, Okla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Phillips Airport (latitude 36°45'45" N., longitude 96°00'30" W.), and within 2 miles each side of the Barltesville VORTAC 355° radial extending from the 8-mile radius area to 8 miles north of the VORTAC.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

PENDING AMENDMENT
Bartow, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Bartow Municipal Airport (lat. 27°57'00" N., long. 81°47'00" W.).

AMENDMENTS 3/4/71 35 F. R. 19983 (Added)

Bastrop, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Morehouse Airport (latitude 32°45'30" N., longitude 91°53'00" W.), and within 2 miles each side of the Monroe VORTAC 030° radial extending from the 5-mile radius area to 19 miles northeast of the VORTAC.

Batavia, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, latitude 43°01'55" N., longitude 78°10'20" W., of Genesee County Airport and within 2 miles each side of the Geneseo, N. Y., VORTAC 302° radial extending from the 5-mile radius area to 20 miles northwest of the Geneseo, N. Y., VORTAC.

Batesville, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Batesville Regional Airport (latitude 35°43'50" N., longitude 91°38'25" W.), and within 2 miles each side of the 106° bearing from the Batesville RBN (latitude 35°43'44" N., longitude 91°38'17" W.), extending from the 5-mile radius area to 8 miles east of the RBN.

AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)
AMENDMENTS 10/30/70 35 F. R. 17246 (Changed)

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 southeast course extending from the 7-mile radius area to 7.5 miles southeast of Ryan Airport, within 5 miles northeast 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, and within 2 miles each side of the Baton Rouge VORTAC 068° radial extending from the 7-mile radius area to 7.5 miles east of the airport.
AMENDMENTS 3/5/70 35 F. R. 6 (Changed); 8/20/70 35 F. R. 10505 (Rewritten)

Battle Creek, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 8 miles NW and 5 miles SE of the Battle Creek ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the OM, within a 13-mile radius of Kalamazoo Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.); within 8 miles W and 5 miles E of the Kalamazoo ILS localizer N course extending from the 13-mile radius area to 17 miles N of the airport; within a 4-mile radius of Haines Field, Three Rivers, Mich. (latitude 41° 57' 30" N., longitude 85° 35' 30" W.), and within 8 miles NW and 5 miles SE of the 034° bearing from Haines Field, extending from the 4-mile radius area to 12 miles NE of the airport; and that airspace extending upward from 1,200 feet above the surface
bounded on the north by latitude 42°38'00" N., on the east by longitude 84°50'00" W., on the south by the Michigan-Indiana boundary, on the southwest by V-277 and on the west by longitude 86°00'00" W.

AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Battle Mountain, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lander County Airport (latitude 40°35'55" N., longitude 116°52'25" W.), and within 8 miles northwest and 5 miles southeast of the Battle Mountain VORTAC 218° radial extending from the VORTAC to 17.5 miles southwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the north by a line 5 miles north of and parallel to the Battle Mountain VORTAC 264° and 084° radials, on the west and southwest by an arc of a 23-mile radius circle centered on Battle Mountain VORTAC extending counterclockwise from a line 5 miles N of and parallel to the Battle Mountain VORTAC 264° radial to a line 6 miles southeast of and parallel to the Battle Mountain VORTAC 218° radial, on the southeast by a line 6 miles southeast of and parallel to the Battle Mountain VORTAC 218° radial, on the east by longitude 116°50'30" W., and that airspace within 9 miles north and 6 miles south of the Battle Mountain 077° and 257° radials extending from 18.5 miles east to 7 miles west of the VORTAC.

Baudette, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baudette International Airport, Baudette, Minn. (latitude 48°43'25" N., longitude 94°36'24" W.) and within 2 miles each side of the 111° bearing from Baudette International Airport extending from the 5-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 111° and 291° bearings from Baudette International Airport extending from 7 miles W to 13 miles E of the airport, excluding the portion outside of the United States.

Bay City, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the James Clements Municipal Airport (latitude 43°32'45" N., longitude 83°53'40" W.) excluding the portion within the Saginaw, Mich., control zone.

PENDING AMENDMENT
Bay City, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bay City Municipal Airport (lat. 28°58'23" N., long. 95°51'48" W.), excluding that portion within a 1-mile radius of Bay City Airport (lat. 28°58'41" N., long. 95°56'22" W.).
AMENDMENTS 2/4/71 35 F. R. 18454 (Added)

Beatrice, Nebr.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Beatrice Municipal Airport (latitude 40°18'00" N., longitude 96°45'15" W.), and within 8 miles SW and 5 miles NE of the Beatrice VOR 319° radial extending from the VOR to a point 12 miles NW of the VOR.

Beaufort, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Beaufort MCAS (lat. 32°28'40" N., long. 80°43'20" W.); within 5 miles each side of Beaufort MCAS TACAN 037° radial, extending from the 8.5-mile radius area to 8.5 miles northeast of the TACAN.

AMENDMENTS 11/12/70 35 F. R. 13723 (Rewritten)

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.

AMENDMENTS 3/5/70 35 F. R. 6 (Changed); 4/30/70 35 F. R. 3881 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Beaver Falls, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°46'21" N., 80°23'37" W. of Beaver County Airport, Beaver Falls, Pa., and within 2 miles each side of the Elwood City, Pa. VOR 248° radial extending easterly from the 6-mile radius area to the VOR.

Beckley, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Raleigh County Memorial Airport, Beckley, W. Va. (latitude 37° 47' 10" N., longitude 81° 07' 25" W.), and within 2 miles each side of the Beckley VOR 130° and 154° radials, extending from the 7-mile radius area to 13 miles SE of the VOR.

Bedford, Ind.
That airspace extending upward from 700 feet above the surface within a 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.

AMENDMENTS 3/5/70 35 F. R. 1102 (Rewritten)
AMENDMENTS 12/10/70 35 F. R. 16242 (Rewritten): Corr: 35 F. R. 16636

Beeville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAAS Chase Field (latitude 28°21'50" N., longitude 97°39'40" W.); within 2 miles each side of the NAAS Chase TACAN 129° and 321° radials extending from the 7-mile radius area to 10 miles NW and SE of the TACAN; within 2 miles each side of the 339° bearing from the NAAS Chase RBN extending from the 7-mile radius area to 12 miles N of the RBN.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Bellaire, Mich.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Antrim County Airport (latitude 44°59'15" N., longitude 85°12'00" W.); and within 3½ miles each side of the 198° bearing from Antrim County Airport, extending from the 11-mile radius area to 17 miles south of the airport, excluding the portion which overlies the Traverse City, Mich., transition area; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 198° bearing from Antrim County Airport, extending from the airport to 25 miles south of the airport.

AMENDMENTS 1/8/70 34 F. R. 18851 (Rewritten)
PENDING AMENDMENT
Bellaire, Mich.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Antrim County Airport (latitude 44°59'15" N., longitude 85°12'00" W.); and within 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; and that airspace extending upward from 1,200 feet above the surface within 9½ miles west and 4½ miles east of the 198° bearing from the Antrim County Airport, extending from the airport to 25 miles south of the airport, excluding the portion which overlies the Traverse City, Mich., transition area.

AMENDMENTS 3/4/71 35 F. R. 19983 (Rewritten)

Belleville, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 7-mile radius area to the RBN.

Bellingham, Wash.
That airspace extending upward from 700 feet above the surface bounded on the 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.

AMENDMENTS 11/12/70 35 F. R. 14765 (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.).

AMENDMENTS 4/2/70 35 F. R. 1219 (Added); Eff. date changed 4/30/70 35 F. R. 5913

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.

AMENDMENTS 10/15/70 35 F. R. 12751 (Rewritten)

Bend, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bend Municipal Airport (latitude 44°05'35" N., longitude 121°12'00" W.) and within 2 miles each side of the Redmond VORTAC 334° and 154° radials, extending from the 5-mile radius area to 1 mile northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Redmond VORTAC 334° radial, extending from the VORTAC to 12 miles northwest of the VORTAC.

Bennington, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 42°53'30" N., 73°14'50" W. of Bennington State Airport, Bennington, Vt., and within 2 miles each side of the Cambridge, N. Y., VOR 145° radial, extending from the 5-mile radius area to the VOR. This transition area is effective from sunrise to sunset, daily.

Benton Harbor, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ross Field (latitude 42°07'40" N., longitude 86°25'40" W.), and within 2 miles each side of the ILS back course and Keller, Mich., VORTAC 266° radial extending from the 7-mile radius area to 12 miles west of the airport.

Berlin, N.H.
That airspace extending upward from 700 feet above the surface within 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.
That airspace extending upward from 1,200 feet above the surface beginning at 44°54'00" N., 71°10'00" W. to 44°50'00" N., 71°07'30" W.; to 44°50'30" N., 71°02'00" W.; to 44°40'00" N., 71°00'30" W. to 44°31'00" N., 70°55'00" W. to 44°29'00" N., 71°03'00" W. to 44°22'00" N., 71°02'00" W. to 44°13'00" N., 71°45'00" W. to 44°25'00" N., 71°52'00" W. to 44°36'00" N., 71°20'00" W. to 44°47'00" N., 71°28'00" W. to point of beginning.

AMENDMENTS 4/30/70 35 F. R. 3221 (Changed)

Bethel, Alaska
That airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the Bethel VORTAC.

Big Mountain, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 7.5 miles southeast of the 049° and 229° bearings from the Big Mountain RBN, extending from 7 miles northeast to 13 miles southwest of the RBN.

Big 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.

AMENDMENTS 1/7/71 35 F. R. 16591 (Added)

Big Sandy, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ambassador Field (latitude 32°35'00" N., longitude 95°03'45" W.), and within 2 miles each side of the Gregg County VORTAC 303° radial extending from the 5-mile radius area to 15 miles northwest of the VORTAC.

Big Spring, Texas
That airspace extending upward from 700 feet above the surface within a 23-mile radius of latitude 32°12'55" N., longitude 101°31'06" W.

AMENDMENTS 9/17/70 35 F. R. 11617 (Rewritten)

Billings, Mont.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Logan Field (latitude 45°48'25" N., longitude 108°31'55" W.); within a 12-mile radius of Billings VORTAC, extending from a line 5 miles southeast of and parallel to the Billings VORTAC 212° radial clockwise to the Billings VORTAC 347° radial; and within 2 miles each side of the Billings ILS localizer east course, extending from the 8-mile radius area to 8 miles east of the Billings RBN; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Billings VORTAC, extending from the south edge of V-2 west of Billings clockwise to the southwest edge of V-19 southeast of Billings; within 10 miles southwest and 7 miles northeast of the Billings VORTAC 301° radial, extending from the 25-mile radius area to 49 miles northwest of the VORTAC; within 10 miles southwest and 7 miles northeast of the Billings VORTAC 317° radial, extending from the 25-mile radius area to 45 miles northwest of the VORTAC; within 10 miles west and 7 miles east of the Billings VORTAC 347° radial, extending from the 25-mile radius area to 42 miles north of the VORTAC; within 10 miles north and 8 miles south of the Billings VORTAC 096° radial, extending from the 25-mile radius area to 38 miles east of the VORTAC; and the area southeast of Billings bounded on the northeast by V-86, on the south by latitude 45°20'00" N., and on the west by V-187; that airspace extending upward from 7,700 feet MSL within 8 miles each side of the Billings VORTAC 096° radial, extending from 38 to 99 miles east of the VORTAC; and the area northwest of Billings bounded on the northeast by V-187, on the southwest by V2-N, and on the northwest by the Lewistown, Mont., VORTAC 195° radial; and that airspace extending upward from 7,000 feet MSL within 7 miles north and 10 miles south of the Billings VORTAC 266° radial, extending from 6 to 43 miles west of the VORTAC.

Binghamton, N.Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Broome County Airport, 42°12'35" N., 75°58'46" W.; within 2 miles each side of the Binghamton VOR 066°-246° radial extending SW from the 7-mile radius area for 8 miles from the VOR; within 2 miles each side of the airport ILS localizer SE course extending from the 7-mile radius area to the Binghamton RBN.

Birmingham, Ala.
That airspace extending upward from 700 feet above the surface beginning at the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36 north of the Birmingham Municipal Airport and the arc of a 17-mile radius circle centered at Birmingham Airport surveillance radar antenna site (latitude 33°34'24" N., longitude 86°45'23" W.); thence clockwise along this arc to the intersection of the 270° bearing from the radar antenna site; thence east along the 270° bearing from the radar antenna site to the intersection of the arc of a 13-mile radius circle centered at the radar antenna site; thence clockwise along this arc to a line 2 miles northeast of and parallel to the Birmingham VORTAC 313° radial; thence southeast along this line to the intersection of the arc of a 10-mile radius circle centered at the radar antenna site; thence clockwise along this arc to the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36; thence north along this line to the point of beginning; 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.

AMENDMENTS 8/20/70 35 F. R. 8926 (Changed)

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.

AMENDMENTS 4/2/70 35 F. R. 2517 (Added); Eff. date changed 4/30/70 35 F. R. 5465

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 that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Bismarck VORTAC, extending from the Bismarck VORTAC 204° radial clockwise to the Bismarck VORTAC 277° radial; and within a 33-mile radius of the Bismarck VORTAC extending from the Bismarck VORTAC 082° radial clockwise to the Bismarck VORTAC 204° radial.

AMENDMENTS 4/2/70 35 F. R. 2581 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

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.

AMENDMENTS 1/8/70 34 F. R. 18816 (Changed)

Blackstone, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Blackstone AAF (latitude 37°04'30" N., longitude 77°57'45" W.) excluding the portion within R-6602.

Blanding, Utah
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Blanding, Utah, airport (latitude 37°34'50" N., longitude 109°28'55" W.) and within 3.5 miles each side of the 188° bearing from the Blanding, Utah RBN (latitude 37°31'03" N., longitude 109°29'31" W.) extending from the 6-mile radius area to 11.5 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within 9.5 miles east and 5 miles west of the 188° and 008° bearings from the Blanding RBN extending from 18.5 miles south to 7 miles north of the RBN, and within 5 miles each side of a direct line between the Blanding RBN and the Dove Creek, Colo., VORTAC excluding that portion within R-6410 during the times that R-6410 is in use.

Block Island, R. I.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Block Island Airport (latitude 41°10'05" N., longitude 71°34'40" W.), and within 2 miles each side of the 264° bearing from the Block Island RBN (latitude 41°10'07" N., longitude 71°36'23" W.), extending from the 4-mile radius area to 10 miles W of the RBN.

Bloomington, Ill.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Bloomington Normal Airport; and within 3 miles each side of the Bloomington VOR 043°, 103°, and 319° radials, extending from the 6½-mile radius area to 8 miles northeast, east and northwest of the VOR.

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.

Bluefield, W. Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mercer County Airport, Bluefield, W. Va. (latitude 37° 17' 45" N., longitude 81° 12' 30" W.), within 2 miles each side of the Bluefield VOR 267° radial, extending from the 8-mile radius area to 22 miles west of the VOR.

Blythe, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Blythe VORTAC 227° radial, extending from the arc of a 5-mile radius circle centered on the Blythe Airport (latitude 33°37' 15" N., longitude 114°43'00" W.) to 8 miles SW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 33°43'00" N., on the E by longitude 114°30'00" W., on the S by the arc of an 18-mile radius circle centered on the Blythe Airport, and on the W by longitude 115°00'00" W.

Blytheville, Ark.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Blytheville AFB (latitude 35°57'50" N., longitude 89°56'40" W.), excluding the portion within the Manila, Ark., transition area, within a 5-mile radius of Blytheville Municipal Airport (latitude 35°56'15" N., longitude 89°49'45" W.), within 4 miles east and 7 miles west of a 005° bearing from the Hicks RBN (latitude 35°57'52" N., longitude 89°49'35" W.), extending from the RBN to 12 miles north, and within 2 miles each side of the extended centerline of Blytheville AFB Runways 17 and 35 extending from the 8.5-mile radius area to 12 miles north and south of the airport; and that airspace extending upward from 1,200 feet above the surface within the States of Kentucky and Missouri south of a line beginning on the Arkansas/Missouri State line at latitude 36°26'25" N., thence to latitude 36°20'00" N., longitude 89°59'00" W., to latitude 36°20'00" N., longitude 89°49'30" W., to latitude 36°33'30" N., longitude 89°34'00" W., to latitude 36°28'00" N., longitude 89°19'00" W.; and that airspace extending upward from 5,000 feet MSL bounded by a line beginning at latitude 36°33'30" N., longitude 89°34'00" W., to latitude 37°03'00" N., longitude 89°19'00" W., to latitude 36°58'30" N., longitude 89°00'00" W., to latitude 36°28'00" N., longitude 89°19'00" W., to point of beginning excluding the portion within the Tennessee transition area, the Paducah, Ky., transition area and the portion extending upward from 5,000 feet MSL within Federal airways.

AMENDMENTS 9/17/70 · 35 F. R. 11899 (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, to longitude 116°14'00" W., direct to 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°27'00" N., longitude 116°22'00" W., direct latitude 43°25'00" N., longitude 116°25'00" W., direct latitude 43°42'00" N., longitude 116°57'00" W., direct to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Boise VORTAC, extending clockwise from a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial to the Boise VORTAC 204° radial; that airspace east of Boise within a 34-mile radius of Boise VORTAC, extending clockwise from the north edge of V-4N to the northeast edge of V-4; within a 40-mile radius of Boise VORTAC, extending clockwise from the Boise VORTAC 204° radial to a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial; within 8 miles south and 7 miles north of the Boise VORTAC 269° radial, extending from the 40-mile radius area to 57 miles west of the VORTAC; within 8 miles northeast and 11 miles southwest of the Boise VORTAC 295° radial, extending from the 40-mile radius area to 75 miles northwest of the VORTAC; within 8 miles northeast and 16 miles northwest of the Boise VORTAC 319° radial, extending from the 40-mile radius area to 55 miles northwest of the VORTAC, and that airspace northwest of Boise bounded on the northwest by the McCall, Idaho VORTAC 221° radial, on the east by the west edge of V-253, and on the southwest by a line 8 miles northeast of and parallel to the Boise VORTAC 319° radial; that airspace southeast of Boise extending upward from 9,000 feet MSL, extending from the 34-mile radius area bounded on the north by the south edge of V-500, on the northeast by the southwest edge of V-293 and on the south by the north edge of V-330 and on the southwest by the northeast edge of V-4.

AMENDMENTS 3/5/70 35 F. R. 944 (Rewritten)

Bonneville, Utah.
That airspace SE of Bonneville extending upward from 1,200 feet above the surface bounded by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°35'00" N., longitude 113°00'00" W., thence via longitude 113°00'00" W., to the S edge of V-32, thence via the S edge of V-32 to longitude 112°56'30" W., thence via longitude 112°56'30" W., to latitude 40°40'00" N., thence to point of beginning; and that airspace extending upward from 8,500 feet AMSL bounded on the S by latitude 40°35'00" N., on the W by longitude 113°51'00" W., on the N by the S edge of V-32 and on the E by longitude 113°00'00" W.

Boone, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Boone Municipal Airport (latitude 42°03'05" N., longitude 93°50'45" W.) and within 2 miles each side of the 338° bearing from Boone Municipal Airport extending from the airport to 8 miles north and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the 338° bearing from Boone Municipal Airport extending from the airport to 12 miles north.

Borger, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hutchinson County Airport, Borger, Tex., (latitude 35°41'55" N., longitude 101°23'40" W.), within 2 miles each side of the Borger, Tex., VOR 185° and 005° radials extending from the 7-mile radius area to 8 miles N of the VOR.

Boston, Mass.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at:
Latitude 42°53'00" N., longitude 71°05'00" W. to latitude 42°43'00" N., longitude 70°46'00" W. to latitude 42°30'00" N., longitude 70°48'00" W. to latitude 42°14'00" N., longitude 70°38'00" W. to latitude 41°59'00" N., longitude 70°48'00" W. to latitude 41°59'00" N., longitude 70°53'00" W. to latitude 42°03'00" N., longitude 71°10'00" W. to latitude 42°13'00" N., longitude 71°21'00" W. to latitude 42°21'00" N., longitude 71°25'00" W. to latitude 42°22'00" N., longitude 71°47'00" W. to latitude 42°27'00" N., longitude 71°55'00" W. to latitude 42°39'00" N., longitude 71°55'00" W. to latitude 42°41'00" N., longitude 71°42'00" W. to latitude 42°38'00" N., longitude 71°20'00" W. to latitude 42°43'00" N., longitude 71°15'00" W. to the point of beginning; and within 3.5 miles each side of the 153° bearing from the Norwood, Mass., RBN (42°07'10" N., 71°07'41" W.) extending from the NDB to 10.5 miles southeast of the NDB; that airspace
extending upward from 1,200 feet above the surface bounded by a line beginning at:
Latitude 42°53'00" N., longitude 71°05'00" W. to latitude 42°45'00" N., longitude 70°37'00" W. to latitude 42°44'25" N., longitude 70°37'15" W., thence along a line 3 nautical miles from and parallel to the shoreline to latitude 42°41'20" N., longitude 70°30'00" W. to latitude 42°15'20" N., longitude 70°30'00" W. to latitude 42°13'20" N., longitude 70°18'30" W. to latitude 41°53'30" N., longitude 70°56'30" W. to latitude 42°04'00" N., longitude 71°19'00" W. to latitude 41°56'35" N., longitude 71°26'00" W., thence counterclockwise along the arc of a 27-mile radius circle centered on the NAS Quonset Point VOR to latitude 41°47'45" N., longitude 71°46'40" W. to latitude 41°55'00" N., longitude 71°59'00" W. to latitude 42°05'00" N., longitude 72°00'00" W. to latitude 42°55'00" N., longitude 72°00'00" W. to latitude 42°43'00" N., longitude 71°40'00" W. to latitude 42°43'00" N., longitude 71°15'00" W. to the point of beginning, excluding the portion within the Taunton, Mass., transition area; and that airspace extending upward from FL 200 to FL 300, inclusive, east of Boston bounded by a line beginning at:
Latitude 42°24'30" N., longitude 70°15'30" W. to latitude 42°27'50" N., longitude 70°04'00" W. to latitude 42°25'30" N., longitude 70°04'00" W. to latitude 42°24'30" N., longitude 69°46'00" W. to latitude 42°21'30" N., longitude 69°30'00" W. to the point of beginning.

AMENDMENTS 6/1/70 35 F. R. 8348 (Changed)

Bowie, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bowie Municipal Airport (latitude 33°36'15" N., longitude 97°46'27" W.), and within 2 miles each side of the Bridgeport VORTAC 359° radial extending from the 5-mile radius area to 31 miles north of the VORTAC.

Bowling Green, Ky.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center 36°57'55" N., 86°25'10" W. of Bowling Green-Warren County Airport, Bowling Green, Ky.; and within 3.5 miles each side of the Bowling Green VORTAC 206° radial, extending from the 11-mile radius area to 16.5 miles southwest of the VORTAC. That airspace extending upward from 1,200 feet above the surface within 9.5 miles southeast and 4.5 miles northwest of the Bowling Green VORTAC 206° radial, extending from the VORTAC to the Tennessee transition area.

AMENDMENTS 6/25/70 35 F. R. 7379 (Rewritten)

Bozeman, Mont.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Gallatin Field (latitude 45°46'50" N., longitude 111°09'20" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 10½ miles southwest of the Bozeman VOR 308° radial, extending from the VOR to 18½ miles northwest of the VOR.

Bradford, Pa.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, 41°48'15" N., 78°38'25" W., of Bradford Regional Airport, Bradford, Pa.; within 4.5 miles northeast and 9.5 miles southwest of the Bradford Regional Airport Runway 32 ILS localizer southeast course, extending from the LOM to 18.5 miles southeast of the LOM; within 5 miles each side of the Bradford, Pa., VORTAC 316° radial, extending from the 11-mile radius area to 14 miles northwest of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 7378 (Rewritten)

Brainerd, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Brainerd-Crow Wing County Airport (latitude 46°23'55" N., longitude 94°08'15" W.); within 3 miles each side of the 120° radial of the Brainerd VORTAC extending from the 7-mile radius area to 7½ miles southeast of the VORTAC; within 3 miles each side of the 313° bearing from Brainerd-Crow Wing County Airport extending from the 7-mile radius area to 7½ miles northwest of the airport; within 3 miles each side of the 198° bearing from Brainerd-Crow Wing County Airport, extending from the 7-mile radius area to 11½ miles south of the airport; and within 3 miles each side of the 043° bearing from the Brainerd-Crow Wing County Airport, extending from the 7-mile radius area to 7½ miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Brainerd VORTAC; within 9½ miles northwest and 4½ miles southeast of the 043° bearing from Brainerd-Crow Wing County Airport, extending from the 13-mile radius area to 18½ miles northeast of the airport; within 9½ miles southwest and 4½ miles northeast of the 313° bearing from Brainerd-Crow Wing County Airport, extending from the 13-mile radius area to 18½ miles northwest of the airport; within 9½ miles east and 4½ miles west of the 198° bearing from Brainerd-Crow Wing County Airport, extending from the 13-mile radius to 23 miles south of the airport; and within 9½ miles northeast and 4½ miles southwest of the 120° radial of the Brainerd VORTAC, extending from the 13-mile radius area to 18½ miles southeast of the VORTAC.

AMENDMENTS 11/12/70 35 F. R. 14303 (Rewritten) Corr: 35 F. R. 18191

Bridgeport. Conn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 41°09'41" N., 73°07'35" W., of the Bridgeport Municipal Airport, Bridgeport, Conn.; within 2 miles each side of the Bridgeport VOR 229° radial extending SW from the 7-mile radius area for 1 mile; within a 7-mile radius of the center 41°15'51" N., 72°53'11" W., of Tweed-New Haven Airport, New Haven, Conn.; within 5 miles W and 8 miles E of the New Haven VOR 192° radial extending from the New Haven VOR for 12 miles; within 5 miles E and 5 miles W of the Hartford, Conn., VOR 223° radial extending NE from the Bridgeport 7-mile radius area for 24 miles; within 5 miles E and 5 miles W of the Poughkeepsie, N.Y., VOR 149° radial extending NW from the Bridgeport 7-mile radius area for 11 miles, within 5 miles N and 5 miles S of the Carmel, N.Y., VOR 065° radial extending from the Carmel VOR to 17 miles NE of the VOR; within 5 miles N and 5 miles S of the Carmel VOR 093° radial extending from the Carmel VOR to 28 miles E of the VOR, excluding those portions that coincide with the White Plains, N.Y., transition area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°31'00" N., 73°30'00" W. to 41°31'00" N., 73°20'00" W. to 41°49'00" N.,73°16'00" W. to 41°31'00" N., 72°46'00" W. to 41°18'00" N., 72°30'30" W. to 41°00'00" N., 72°45'00" W. to 41°00'00" N., 73°33'00" W. to 41°10'00" N., 73°33'00" W. to 41°20'00" N., 73°23'00" W. to 41°25'00" N., 73°30'00" W. to point of beginning.

Bridgeport, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bridgeport Airport (latitude 33°15'42" N., longitude 97°47'48" W.); and within 2 miles each side of the Bridgeport VORTAC 135° radial, extending from the 5-mile radius area to 8 miles SE of the VORTAC.
PENDING AMENDMENT
Bridgeport, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lake Bridgeport Airport (lat. 33°10'30" N., long. 97°49'00" W.).
AMENDMENTS 2/4/71 35 F. R. 18455 (Rewritten)

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.

AMENDMENTS 4/30/70 35 F. R. 4258 (Rewritten)

Broken Bow, Nebr.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Broken Bow Municipal Airport (latitude 41°26'05" N., longitude 99°38'25" W.); and within 3 miles each side of the 321° bearing from Broken Bow Municipal Airport, extending from the 5½-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 321° and 141° bearings from Broken Bow Municipal Airport; extending from 6 miles southeast to 18½ miles northwest of the airport.
AMENDMENTS 7/23/70 35 F. R. 8474 (Added)

Brookhaven, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brookhaven Municipal Airport (lat. 31°36'20" N., long. 90°24'00" W.).
AMENDMENTS 11/12/70 35 F. R. 13724 (Added)

Brookings, S. Dak.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brookings, S. Dak., Municipal Airport (latitude 44°18'12" N., longitude 96° 48' 40" W.); and within 8 miles NE and 5 miles SW of the 138° bearing from Brookings Municipal Airport extending from the airport to 12 miles SE of the airport; and within 5 miles NE and 8 miles SW of the 298° bearing from Brookings Municipal Airport extending from the airport to 12 miles NW of the airport.

Brownsville, Tex.
That airspace overlying the United States extending upward from 700 feet above the surface within a 7-mile radius of the Rio Grande Valley International Airport (latitude 25°54'25" N., longitude 97°25'25" W.);
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Brownwood, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Brownwood Municipal Airport (latitude 31°47'40" N., longitude 98°57'25" W.); and within 2 miles each side of the Brownwood VOR 360° and 180° radials, extending from the 6-mile radius area to 8 miles N of the VOR.

Brunswick, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of NAS Glynco (latitude 31°15'30" N., longitude 81°28'50" W.); within 4.5 miles each side of Glynco TACAN 055° radial, extending from the 8.5-mile radius area to 7 miles northeast of the TACAN; within 4.5 miles each side of Glynco TACAN 250° radial, extending from the 8.5-mile radius area to 8.5 miles west of the TACAN; within 3 miles each side of the 268° bearing from Glynco RBN, extending from the 8.5-mile radius area to 8.5 miles west of the RBN; within an 8.5-mile radius of Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.); within a 5-mile radius of Jekyll Island Airport (latitude 31°04'25" N., longitude 81°25'40" W.); within 3 miles each side of Brunswick VOR 203° radial, extending from the Malcolm-McKinnon Airport 8.5-mile and Jekyll Island Airport 5-mile radius areas to 8.5 miles south of the VOR, excluding the portion outside the continental limits of the United States.

Brunswick, Maine
That airspace extending upward from 700 feet above the surface within a 9-mile radius of NAS Brunswick (latitude 43°53'35" N., longitude 69°56'20" W.); within 2 miles each side of the Navy Brunswick VOR 166° radial, extending from the 9-mile radius area to 12 miles S of the VOR; within 2 miles each side of a line bearing 173° from latitude 43°48'53" N., longitude 69°55'30" W., extending from the 9-mile radius area to 12 miles S of latitude 43°48'53" N., longitude 69°55'30" W.

Bryan, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (41°28'05" N., 84°30'25" W.) of Williams County Airport, Bryan, Ohio; within 2 miles each side of the Runway 25 centerline extended from the 7-mile radius area to 7 miles west of the end of the runway and within 2 miles each side of a 068° bearing from the Bryan, Ohio, RBN (41°28'47" N., 84°27'58" W.) extending from the RBN to 8 miles east of the RBN, excluding the portion which coincides with the Defiance, Ohio, transition area.

Bryce Canyon, Utah
That airspace extending upward from 11,500 feet MSL within 7 miles NW and 10 miles SE of the Bryce Canyon VORTAC 240° and 060° radials, extending from 20 miles SW to 9 miles NE of the VORTAC.

Buffalo, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport; within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 8-mile radius area to 8 miles east of the VORTAC; within 8 miles northwest and 5 miles southeast of the Greater Buffalo International Airport northeast localizer course extending from the OM to 12 miles northeast of the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 8-mile radius area to 8 miles southwest of the OM; within the arc of a 12-mile radius circle from 052° to 112° clockwise, centered on a point, 42°56'26" N., 78°44'11" W.; within an 8-mile radius of the center, 43°06'20" N., 78°56'55" W., of Niagara Falls International Airport; within 8 miles north and 5 miles south of the Niagara Falls International Airport localizer east course extending from the OM to 12 miles east of the OM; within 2 miles each side of the Niagara Falls International Airport localizer east course extending from the OM to the intersection of the localizer course and the Buffalo, N. Y., VORTAC 034° radial; and within a 5-mile radius of Buffalo Airpark Airport, 42°51'45" N., 78°43'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43° 38' 00" N., longitude 78° 41' 00" W., to latitude 43° 21' 00" N., longitude 78° 00' 00" W., to latitude 43° 06' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 21' 00" W., to latitude 42° 32' 00" N., longitude 78° 52' 00" W., to latitude 42° 37' 00" N., longitude 79° 15' 00" W., to latitude 42° 41' 00" N., longitude 79° 19' 30" W., thence via the United States/Canadian border to the point of beginning, excluding the portion outside the United States.

Buffalo, Wyo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Buffalo, Wyo., Airport (latitude 44°22'48" N., longitude 106°43'02" W.) and within 4.5 miles each side of the Crazy Woman, Wyo., VORTAC 332° radial, extending from the 6-mile radius area to 12 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 5.5 miles southwest of the Crazy Woman VORTAC 332° radial, extending from 4 miles to 30 miles northwest of the VORTAC.

AMENDMENTS 2/5/70 34 F. R. 18752 (Added)

Burbank, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34° 14' 00" N., longitude 118° 27' 00" W.; to latitude 34° 14' 00" N., longitude 118° 15' 00" W.; to latitude 34° 12' 00" N., longitude 118° 15' 00" W.; to latitude 34° 12' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 07' 00" W.; to latitude 34° 00' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 15' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.; to latitude 34° 02' 30" N., longitude 118° 33' 00" W.; to latitude 34° 02' 30" N., longitude 118° 53' 30" W.; to latitude 34° 21' 30" N., longitude 118° 53' 00" W.; to latitude 34° 30' 30" N., longitude 118° 27' 00" W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 30' 00" N., longitude 118° 50' 00" W.; to latitude 34° 30' 00" N., longitude 118° 45' 00"W.: thence N along longitude 118° 45' 00" W. to the S boundary of V-137, thence along the S boundary of V-137 to longitude 118° 20' 00" W.; to latitude 34° 30' 00" N., longitude 118° 20' 00" W.; to latitude 34° 30' 00" N., longitude 117° 43' 00" W.: to latitude 34° 10' 00" N., longitude 117° 43' 00" W.; to latitude 34° 10' 00" N., longitude 117° 59' 00" W.: to latitude 34° 05' 00" N., longitude 117° 59' 00" W.; to latitude 34° 05' 00" N., longitude 118° 33' 00" W.: to latitude 34° 00' 00" N., longitude 118° 33' 00" W.; to latitude 34° 00' 00" N., longitude 118° 50' 00" W.; thence to point of beginning.

Burley, Idaho
That airspace extending upward from 700 feet above the surface within 5 miles each side of the Burley VORTAC 121° radial and extending from 5 miles southeast to 26.5 miles southeast of the VORTAC; within 4 miles each side of the Burley VORTAC 290° radial, extending 10 miles west of the VORTAC; within 3.5 miles each side of the Burley VORTAC 323° radial, extending 7 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 12 miles north and 9 miles south of the Burley VORTAC 075° and 255° radials, extending from 18 miles east of the Burley VORTAC to 14-mile radius circle centered on the Twin Falls, Idaho, VOR and the 038° radial from the Twin Falls VOR; that airspace southeast of Burley bounded on the north by the south edge of V-4, on the south by the south edge of V-101 and on the east by an arc of a 33.5-mile radius circle centered on the Burley VORTAC.

AMENDMENTS 4/30/70 35 F. R. 4258 (Rewritten)

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 203° radial of the Burlington VORTAC extending from the 8½-mile radius area to the Burlington VORTAC; and that airspace extending upward from 1,200 feet above the surface west of the Iowa-Illinois boundary within a 14-mile radius of Burlington Municipal Airport.

AMENDMENTS 1/7/71 35 F. R. 17033 (Rewritten)
AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

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.

Burlington, Vt.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 44°28'15" N., 73°09'10" W., of Burlington International Airport, Burlington, Vt.; within 2 miles each side of the Burlington VOR 201° radial extending from the 10-mile radius to 8 miles south of the Burlington VOR; within 8 miles northeast and 6 miles southwest of the Burlington ILS northwest localizer course extending from the 10-mile radius to 12 miles northwest of the Burlington LOM; excluding that airspace that coincides with the Plattsburgh, N. Y., transition area.
That airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at: 45°00'30" N., 72°00'00" W. to 44°55'00" N., 72°05'00" W. to 44°25'00" N., 72°20'00" W. to 43°55'00" N., 72°16'00" W. to 43°47'00" N., 72°39'00" W., 44°00'00" N., 73°16'00" W. to 44°00'00" N., 74°35'00" W. to 44°42'00" N., 74°54'00" W. to 44°42'00" N., 75°05'00" W. to 44°56'00" N., 75°05'00" W. thence easterly along the United States-Canadian Border to the point of beginning.

Burnet, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Burnet Municipal-Kate Craddock Field (latitude 30°44'34" N., longitude 98°14'24" W.), and within 3.5 miles each side of the 191° bearing from the Burnet RBN (latitude 30°44'35" N., longitude 98°14'38" W.) extending from the 5-mile radius area to 10 miles south of the RBN.

PENDING AMENDMENT
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; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 330° bearing from the Burwell Municipal Airport, extending from the airport to 18½ miles northwest of the airport.

AMENDMENTS 2/4/71 35 F. R. 18506 (Added)

Butler, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Butler Memorial Airport (latitude 38°17'20" N., longitude 94°20'25" W.); and within 2 miles each side of the Butler, Mo., VORTAC 079° radial, extending from the 5-mile radius area to the VORTAC.

Butler, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Butler-Graham Airport (latitude 40° 46' 45" N., longitude 79° 56' 55" W.), and within 2 miles each side of the Butler RBN 180° and 002° bearings, extending from the 5-mile radius area to 8 miles S of the RBN.

Butte, Mont.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Butte, Mont., VOR 115° radial extending from a 5-mile radius circle centered on Silver Bow County Airport, Butte, Mont. (latitude 45°57'15" N., longitude 112°29'50" W.) to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Butte VOR 325° radial extending from the VOR to 12 miles NW of the VOR; within 10 miles E and 7 miles W of the Butte VOR 002° and 182° radials, extending from 20 miles N to 11 miles S of the VOR; and within 10 miles N and 7 miles S of the Whitehall, Mont., VOR 096° and 276° radials, extending from 20 miles E to 19 miles W or the VOR.

Cadillac, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cadillac, Mich., Municipal Airport (latitude 44°16'30" N., longitude 85°25'10" W.); and within 5 miles SE and 8 miles NW of the 238° bearing from Cadillac Airport, extending from the airport to 12 miles SW of the airport, excluding that portion which overlies the Reed City, Mich., transition area.

Cairo, Ill.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Cairo Airport (latitude 37°03'50" N., longitude 89°13'15" W.); and within 3 miles each side of the 032° bearing from Cairo Airport, extending from the 5½-mile radius to 8 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southeast and 9½ miles northwest of the 032° and 212° bearings from Cairo Airport extending from 6 miles southwest to 18½ miles northeast of the airport; and within 5 miles each side of the 212° bearing from Cairo Airport, extending from the airport to 12 miles southwest of the airport, excluding the portion which overlies the Sikeston, Mo., transition area, excluding the portion which overlies the State of Illinois.

AMENDMENTS 4/2/70 35 F. R. 2580 (Added); Eff. date changed 4/30/70 35 F. R. 6272
AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Calverton, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Peconic Airport (latitude 40°54'55" N., longitude 72°47'35" W.).

AMENDMENTS 6/24/70 35 F. R. 10287 (Changed)

Cambridge, Md.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (38°32'30" N., 76°01'55" W.), of Cambridge Municipal Airport and within 2 miles each side of a 145° bearing from the Cambridge, Md., RBN (38° 32' 17" N., 76° 01' 56" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN and within 2 miles each side of the Salisbury, Md. VORTAC 295° radial, extending from the 5-mile radius area to 25 miles northwest of the VORTAC.

Camden, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harrell Airport (latitude 33°37'00" N., longitude 92°45'45" W.), and within 2 miles each side of the 012° bearing from the Camden RBN (latitude 33°37'15" N., longitude 92°45'45" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

Camden, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Woodward Field (latitude 34°17'03" N., longitude 80°33'53" W.); within 3 miles each side of the 040° bearing from Camden RBN (latitude 34°17'02" N., longitude 80°33'42.5" W.), extending from the 7-mile radius area to 8.5 miles northeast of the RBN.

Campbellsville, Ky.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 37°21'22" N., 85°18'40" W. of Taylor County Airport, Campbellsville, Ky., and within 2 miles each side of the Campbellsville RBN 171° bearing extending from the 4-mile radius area to 8 miles south of the RBN, effective from 0830 to 1900 local time daily.

Camp Douglas, Wis.
That airspace extending upward from 700 feet above the surface, within a 10-mile radius of Volk Field, Camp Douglas, Wis. (latitude 43°56'25" N., longitude 90°15'20" W.), and within 2 miles each side of the Volk Field VORTAC 092° radial extending from the 10-mile radius to 12 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface N of V82 and V170, within a 30-mile radius of Volk Field, excluding the portions which coincide with R-6901 and R-6904 or overlie the Madison, Wis., transition area.

Cape Girardeau, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cape Girardeau Municipal Airport (latitude 37°13'30" N., longitude 89°34'10" W.); within 5 miles east and 8 miles west of the Cape Girardeau VOR 196° radial, extending from the 8-mile radius area to 12 miles south of the VOR; and within 5 miles north and 8 miles south of the Cape Girardeau VOR 279° radial, extending from the 8-mile radius area to 12 miles west of the VOR.
AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)
PENDING AMENDMENT
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°13'30" N., longitude 89°34'10" W.), within 4½ miles east and 9½ miles west of the Cape Girardeau VOR 194° radial, extending from the 10-mile radius area to 18½ miles south of the VOR; and within 4½ miles north and 9½ miles south of the Cape Girardeau VOR 279° radial, extending from the 10-mile radius area to 18½ miles west of the VOR, excluding the portion which overlies the Sikeston, Mo., transition area.
AMENDMENTS 2/4/71 35 F. R. 18509 (Rewritten)

Carbondale, Colo.
That airspace extending upward from 10,500 feet MSL within 3 miles northeast and 2 miles southwest of the 138° and 318° bearings from the Carbondale, Colo., RBN (latitude 39°24'42" N., longitude 107°09'32" W.) extending from 12 miles northwest to 3 miles southeast of the RBN; that airspace extending upward from 11,300 feet MSL within 8 miles northeast and 5 miles southwest of the 138° and 318° bearings from the Carbondale, Colo., RBN extending from 13 miles northwest to 7 miles southeast of the RBN, excluding that portion east of west longitude 107°02'00".

Carlsbad, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cavern City Air Terminal (latitude 32°20'20" N., longitude 104°15'45" W.), and within 3.5 miles each side of the Carlsbad VOR 157° radial extending from the 7-mile radius area to 11 miles southeast of the VOR.

AMENDMENTS 3/5/70 35 F. R. 308 (Rewritten); 9/17/70 35 F.R. 11617 (Changed; 11/12/70 35 F.R. 14304 (Changed)

Carroll, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Arthur N. Neu Airport (latitude 42°02'50" N., longitude 94°47'02" W.); and within 2 miles each side of the 143° bearing from Arthur N. Neu Airport, extending from the 6-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the 143° and 323° bearings from Arthur N. Neu Airport, extending from 5 miles northwest to 12 miles southeast of the airport.
PENDING AMENDMENT
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; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 143° and 323° bearings from Arthur N. Neu Airport, extending from 5 miles northwest to 18½ miles southeast of the airport.
AMENDMENTS 3/4/71 36 F. R. 214 (Rewritten)

Casper, Wyo.
That airspace extending upward from 700 feet above the surface within 4.5 miles north and 9.5 miles south of the Casper ILS localizer west course, extending from the OM to 18.5 miles west of the OM and within 2 miles each side of the Casper VORTAC 216° radial extending from 26 to 31 miles southwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Casper RBN and that airspace northwest of Casper extending upward from 11,500 feet MSL, extending from the 35-mile radius area to an arc of a 60-mile radius circle centered on the Casper VORTAC, bounded on the south by the north edge of V-298 and on the east by the west edge of V-19.

AMENDMENTS 6/25/70 35 F. R. 7379 (Rewritten)
PENDING AMENDMENT
The Casper, Wyo., 700-foot portion of the transition area is amended by deleting all after "18.5 miles west of the OM" and substituting therefore "within 4 miles each side of the Casper ILS localizer east course, extending from the 5-mile radius zone to 3 miles east of the Casper RBN and within 2 miles each side of the Casper VORTAC 216° radial extending from 26 to 31 miles southwest of the VORTAC;"

AMENDMENTS 2/4/71 35 F. R. 18735 (Changed)

Cecil, Wis.
That airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Green Bay, Wis., VOR 320° radial extending from 17 miles NW to 37 miles NW of the Green Bay VOR.

Cedar City, Utah
Thar 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; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 42°05'00" N., longitude 91°00'00" W.; thence south along longitude 91°00'00" W.; to and west along the north edge of V-434; to and northwest along the northeast edge of V-52; to and north along longitude 92°53'00" W.; to and northeast along the southeast edge of V-161; to and east along the arc of a 29-mile radius circle centered on the Waterloo, Iowa, VORTAC; to and southeast along the southwest edge of V-67; to and east along latitude 42°05'00" N.; to the point of beginning excluding the area which overlies the Ottumwa, Iowa, transition area.

AMENDMENTS 6/25/70 35 F. R. 7177 (Rewritten)

Cedar Springs, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Great Northern Airport (latitude 31°10'30" N., longitude 85°05'40" W.); within 2 miles each side of the Dothan VORTAC 110° radial, extending from the 5-mile radius area to 15 miles east of the VORTAC.

Cedartown, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cornelius-Moore Field (latitude 34°01'20" N., longitude 85°08'50" W.).

Centerville, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-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.

AMENDMENTS 4/30/70 35 F. R. 4257 (Rewritten)

Centralia, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Centralia Municipal Airport (latitude 38°30'40" N., longitude 89°05'35" W.); and within 2 miles each side of the Centralia VOR 031° radial, extending from the 5-mile radius area to the VOR.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Chadron, Nebr.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 5 miles each side of the Chadron VOR 030° radial, extending from the 14-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NW and 8 miles SE of the Chadron VOR 030° and 210° radials, extending from 5 miles NE to 14 miles SW of the VOR.

Champaign, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the University of Illinois-Willard Airport (latitude 40°02'25" N., longitude 88°16'35" W.); and within 8 miles southeast and 5 miles northwest of the Champaign VORTAC 030° radial extending from the VORTAC to 12 miles northeast of the VORTAC excluding the portion which overlies the Rantoul, Ill., transition area extending upward from 700 feet above the surface.

Chanute, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chanute Martin Johnson Airport (latitude 37°40'05" N., longitude 95°29'10" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northwest and 9½ miles southeast of the Chanute, Kans. VOR 064° and 244° radials, extending from 6 miles northeast to 18½ miles southwest of the VOR.

Charles City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles City Municipal Airport (latitude 43°04'15" N., longitude 92°36'15" W.); and within 3 miles each side of the 311° bearing from Charles City Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 131° and 311° bearings from Charles City Municipal Airport, extending from 6 miles southeast to 18½ miles northwest of the airport excluding the portion which overlies the Waterloo, Iowa, transition area.

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 4 miles each side of Charleston VORTAC 140° radial, extending from the 9-mile radius area to 11 miles southeast of the VORTAC; within 5 miles each side of Charleston VORTAC 332° radial, extending from the 9-mile radius area to 16 miles northwest of the VORTAC.

AMENDMENTS 8/20/70 35 F. R. 10504 (Rewritten)

Charleston, W. Va.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 38°22'21" N, 81°35'35" W, of Kanawha Airport, Charleston, W. Va.; within 8 miles NW and 5 miles SE of the ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the ILS OM.

Charlotte, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Fitch H. Beach Airport (latitude 42°34'30" N., longitude 84°48'45" W.); and within 2 miles each side of the Lansing, Mich., VOR 209° radial, extending from the 6-mile radius area to the VOR, excluding the portion which overlies the Lansing, Mich., 700-foot floor transition area.

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.).

AMENDMENTS 4/2/70 35 F. R. 2645 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

Charlotte Amalie, St. Thomas, V. I.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Harry S. Truman Airport (latitude 18°20'25" N., longitude 64°58'10" W.); within 3.5 miles each side of the St. Thomas VOR 359° radial, extending from the 8-mile radius area to 11 miles north of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Harry S. Truman Airport.

AMENDMENTS 2/5/70 34 F. R. 19500 (Rewritten)

Charlottesville, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Charlottesville-Albemarle Airport (latitude 38°08'25" N., longitude 78°27'10" W.); and within 2 miles each side of the Charlottesville-Albemarle ILS localizer south course extending from the 6-mile radius area to 8 miles south of the Charlottesville RBN; within 2 miles each side of a line bearing 045° from a point at latitude 38°08'21" N., longitude 78°27'00" W., extending from the 6-mile radius area to 8 miles northeast of that point.

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.

AMENDMENTS 6/25/70 35 F. R. 6273 (Rewritten)

Cheraw, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cheraw Municipal Airport (latitude 34°42'45" N., longitude 79°57'35" W.); within 2 miles each side of the Chesterfield VOR 077° radial extending from the 5-mile radius area to the VOR.

Cherokee, Wyo.
That airspace extending upward from 1,200 feet above the surface within 9 miles south and 6 miles north of the Cherokee VORTAC 261° and 081° radials extending to 8 miles east and 19 miles west of the VORTAC.

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.

AMENDMENTS 6/25/70 35 F. R. 7109 (Added); Corr: 35 F. R. 8738
AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)

Chester, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center. 41°23'01" N., 72°30'20" W. of Chester Airport, Chester, Conn., and within 2 miles each side of the Madison VOR 062° radial extending from the 5-mile radius to the VOR.

Chesterfield, Mo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Spirit of St. Louis Airport (latitude 38°39'35" N., longitude 90°38'45" W.); within 3½ miles each side of the Maryland Heights, Missouri VORTAC 310° radial, extending from the 9-mile radius area to 12 miles northwest of the VORTAC; within 5 miles each side of the Maryland Heights VORTAC 241° radial, extending from the 9-mile radius area to 16½ miles southwest of the VORTAC; and within 2½ miles each side of the Spirit of St. Louis ILS localizer west course, extending from the 9-mile radius area to 8 miles west of the OM, excluding the portion which overlies the St. Louis, Mo., 700-foot floor transition area.

AMENDMENTS 4/30/70 35 F. R. 3221 (Rewritten)

Cheyenne, Wyo.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.), and within 6 miles southeast and 8 miles northwest of the Cheyenne VORTAC 029° radial, extending from the 14-mile radius area to 14 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-6, on the SE by V-207, on the SW by V-4N and on the NW by V-524, and that airspace NW of Cheyenne within 7 miles NE and 10 miles SW of the Cheyenne VORTAC 305° radial, extending from the VORTAC to 47 miles NW of the VORTAC, excluding the portions within the Laramie, Wyo. transition area.

Chicago, Ill.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 41°31'00" N., longitude 87°47'00" W.; to latitude 41°29'00" N., longitude 87°34'00" W.; to latitude 41°29'00" N., longitude 87°19'00" W.; to latitude 41°55'00" N., longitude 87°19'00" W.; to latitude 42°30'00" N., longitude 87°35'00" W.; to latitude 42°38'00" N., longitude 87°52'00" W.; to latitude 42°30'00" N., longitude 87°59'00" W.; to latitude 42°25'00" N., longitude 88°10'00" W.; to latitude 42°15'00" N., longitude 88°10'00" W.; to latitude 42°15'00" N., longitude 88°25'00" W.; to latitude 41°55'00" N., longitude 88°25'00" W.; to latitude 41°53'00" N., longitude 88°31'00" W.; to latitude 41°50'00" N., longitude 88°31'00" W.; thence counterclockwise via the arc of a 5-mile radius circle centered on the Aurora Municipal Airport (latitude 41°46'14" N., longitude 88°28'16" W.) to latitude 41°48'00" N., longitude 88°22'50" W. to latitude 41°50'00" N., longitude 88°12'00" W to point of beginning and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 41°55'00" N.; longitude 89°50'00" W to latitude 41°55'00" N, longitude 88°30'00" W. to latitude 42°30'00" N., longitude 88°30'00" W. to latitude 42°30'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 87°00'00" W. to latitude 41°20'00" N., longitude 85°50'00" W. to latitude 41°00'00" N., longitude 85°50'00" W. to latitude 41°00'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 86°33'00" W. to latitude 40°45'00" N., longitude 88°40'00" W. to latitude 41°10'00" N., longitude 88°40'00" W. to latitude 41°10'00" N., longitude 89°50'00" W. thence north to point of beginning, excluding the portion which overlies the States of Illinois and Indiana.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Chico, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chico Municipal Airport (latitude 39°47'45" N., longitude 121°51'25" W.) and within 2 miles each side of the Chico VOR 316° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR, and that airspace within 2 miles each side of the Chico VOR 165° radial extending from the 5-mile radius area to 12 miles south of the VOR, excluding the portion within a 1-mile radius of the Ranchero Airport (latitude 39°43'10" N., longitude 121°52'10" W.

Chicopee Falls, Mass.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 42°11'40" N., 72°32'15" W., of Westover AFB, Chicopee Falls, Mass.; within 7 miles each side of the Chicopee Falls, Mass., ILS localizer NE course extending from the 12-mile radius area to 13 miles NE of the outer marker and within a 10-mile radius of the center, 42°09'25" N., 72°42'50" W. of Barnes Municipal Airport, Westfield, Mass., and within that airspace bounded by a line beginning at 42°11'50" N., 72°54'10" W. to 42°32'20" N., 72°49'20" W. to 42°30'00" N., 72°32'00" W. to 42°24'45" N.; 72°34'00" W. to 42°24'50" N.; 72°33'25" W. to 42°22'00" N.; 72°34'00" W., thence to the point of beginning, excluding the portion which coincides with the Hartford, Conn., transition area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°55'00" N., 72°00'00" W. to 42°05'00" N., 72°00'00" W. to 41°55'00" N., 71°59'00" W. to 42°02'00" N., 72°07'00" W. to 42°02'00" N., 73°16'00" W. to 43°11'00" N., 72°39'00" W. to 43°05'00" N., 72°13'00" W. to point of beginning.
AMENDMENTS 11/12/70 35 F. R. 14449 (Changed)

Childress, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.);
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed): 11/12/70 35 F. R. 14651 (Changed)

China Lake NAF, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the NAF China Lake TACAN 350° radial extending from 8 miles to 12 miles N of the TACAN and within 2 miles each side of the NAF China Lake TACAN 148° radial extending from 8 miles to 11 miles SE of the TACAN.

Chincoteague, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.); and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of NASA Wallops Station Airport, that airspace northwest of the Snow Hill, Md., VORTAC bounded on the northwest by V-1, on the east by V-29 and on the south by the 12-mile radius area; within 8 miles southeast and 5 miles northwest of the Snow Hill, Md. VORTAC 047° radial extending from the VORTAC to 26 miles northeast; within 5 miles each side of the Waterloo, Del., VORTAC 172° radial extending from 18 miles south to 40 miles south of the VORTAC; and the area extending southwest from the 12-mile radius area bounded on the east by a line 3 nautical miles east and parallel to the shoreline, on the south by the Norfolk, Va., transition area, and on the west by the southeast boundary of V-139, excluding the portion outside the United States.

Christiansted, St. Croix, V. I.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Alexander Hamilton Airport (latitude 17°42'15" N., longitude 64°47'55" W.); within 3 miles each side of the 207° bearing from the St. Croix RBN, extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the 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 southeast and 4.5 miles northwest of the 207° bearing from the St. Croix RBN, extending from the 15-mile radius area to 18.5 miles southwest of the RBN.
AMENDMENTS 4/2/70 35 F. R. 2819 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465

Cincinnati, Ohio
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center 39°02'50" N., 84°40'00" W. of Greater Cincinnati Airport, Covington, Ky. and within 5 miles west and 8 miles east of the Greater Cincinnati Airport south localizer extending from the 11.5 mile radius area to 15 miles south of the Runway 36 OM; within 8 miles west and 12 miles east of the Greater Cincinnati Airport north localizer course extending from the 11.5-mile radius area to 14 miles north of the Runway 18 OM; within 2 miles each side of a line bearing 270° from the Burlington, Ky. RBN extending from the 11.5-mile radius area to 8 miles west of the RBN and within 2 miles each side of the Cincinnati VORTAC 290° radial extending from the 11.5-mile radius area to 21 miles west of the VORTAC. Within a 9-mile radius of the center, 39°06'14" N., 84°25'18" W., of Cincinnati Municipal (Lunken Field) Airport, Cincinnati, Ohio; within 2 miles each side of a 044° bearing from the Lunken RBN extending from the 9-mile radius area to 8 miles northeast of the RBN and within 2 miles each side of a 040° bearing from the Lunken RBN extending from the 9-mile radius area to 12 miles northeast of the RBN.
That airspace extending upward from 1,200 feet above the surface beginning at: 38°26'00" N., 85°15'00" W. to 39°12'00" N., 85°30'00" W. to 39°40'00" N., 84°25'00" W. to 39°19'00" N., 84°00'00" W. to 38°30'00" N., 83°59'00" W. to 38°20'00" N., 84°30'00" W. to point of beginning, excluding the portion which overlies the State of Indiana.
AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Claremont, N. H.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 43°22'15" N., 72°22'05" W., of Claremont Municipal Airport, Claremont, N. H.; and within 5 miles south and 3 miles north of the 097° bearing from the Claremont, N. H., REN (43°21'50" N., 72°17'57" W.); extending from the REN to 10 miles east of the REN, excluding the portions within the Lebanon, N. H., and Springfield, Vt., transition areas.

Clarksburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile rddius of Benedum Airport, Clarksburg, W. Va., 39°17'40" N., 80°13'40" W. and within 2 miles each side of the Clarksburg, VOR 216° radial extending southwesterly from the 7-mile radius area for 8 miles from the VOR and within 2 miles each side of the centerline of Runway 3 extended northeasterly for 7 miles from the end of the runway.

Clarksdale, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fletcher Field (latitude 34°17'45" N., longitude 90°30'50" W.); within 3 miles each side of the 010° and 163° bearings from the Clarksdale RBN (latitude 34°17'33" N., longitude 90°30'57" W.), extending from the 6.5-mile radius area to 8.5 miles north and south of the RBN.

AMENDMENTS 2/5/70 34 F. R. 18159 (Added)

Cleveland, Ohio
That airspace extending upward from 700 feet above the surface within 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-miles 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 126° bearing from the Brecksville, Ohio, RBN and the arc of a 12.5-mile radius circle centered on the Cleveland-Hopkins International Airport, thence to the point of beginning.
that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at 41°57'00" N., 81°18'00" W., thence clockwise along the arc of a 19-mile radius circle (centered at 41°41'00"N., 81°23'25" W.), to 41°24'20" N., 81°23'00" W., to 41°21'00" N., 81°31'00" W., thence clockwise along the arc of an 18-mile radius circle (centered at 41°24'30" N., 81°51'00" W.) to the 146° bearing from said center, thence southeast along the 146° bearing to 41°08'00" N., 81°36'00" W., to 40°53'00" N., 81°43'00" W., thence clockwise along the arc of a 37-mile radius circle (centered at 41°24'30" N., 81°51'00" W.) to 40°56'30" N., to 82°12'00" W., to 41°08'40" N., 82°32'00" W., thence clockwise along the arc of a 21-mile radius circle (centered at 41°26' 00" N., 82°39'05" W.) to 41°14'00" N., 82°57'00" W., to 41°19'10" N., 82°49'20" W., thence clockwise via the arc of a 12-mile radius circle (centered at 41°26'00" N., 82°39'05" W.) to 41°36'30" N., 82°40'00" W., to 41°40'30" N., 82°40'00" W., thence east along the United States-Canada border to 42°02'20" N., 81°37'00" W. to 42°00'00" N., 81°18'00" W. to point of beginning.

AMENDMENTS 11/12/70 35 F. R. 14448 (Changed)

Clinton, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Clinton Municipal Airport (latitude 41°49'55" N., longitude 90°19'45" W.); within 2 miles each side of the Cordova VORTAC 043° radial, extending from the 7-mile radius area to the VORTAC; and within 8 miles southwest and 5 miles northeast of the 324° bearing from Clinton Municipal Airport, extending from the airport to 12 miles northwest of the airport.

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.
AMENDMENTS 10/15/70 35 F. R. 13117 (Added) : Corr: 35 F. R. 14382

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., 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 Airman's Information Manual.
AMENDMENTS 7/1/70 35 F. R. 8475 (Added); 10/15/70 35 F. R. 13425 (Changed)

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.

AMENDMENTS 10/15/70 35 F. R. 13425 (Added)

Clintonville, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Clintonville Municipal Airport (latitude 44°36'50" N., longitude 88°43'50" W.) and within 2 miles each side of the 145° bearing from Clintonville Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport.

Cloquet, Minn.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Cloquet-Carlton County Airport (latitude 46°42'10" N., longitude 92°30'20" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northwest and 9½ miles southeast of the Duluth, Minn., VORTAC 244° radial, extending from 18½ to 41 miles southwest of the VORTAC, excluding the portion which overlies the Duluth, Minn., 1,200-foot floor transition area.

AMENDMENTS 10/15/70 35 F. R. 12888 (Rewritten)

Clovis, N. Mex.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of Cannon AFB, Clovis, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of a line from the Clovis Municipal Airport (latitude 34°25'38" N., longitude 103°04'44" W.) extending from the 23-mile radius area to the Texico, Tex., VORTAC; within 2 miles each side of a 057° bearing from latitude 34°27'30" N., longitude 103°01'30" W., extending from the 23-mile radius area to 8 miles northeast of latitude 34°27'30" N., longitude 103°01'30" W.; within 2 miles each side of a line from latitude 34°27'30" N., longitude 103°01'30" W., extending from the 23-mile radius area to the Texico, Tex., VORTAC.
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed) 11/12/70 35 F. R. 14304 (Changed)

Coaldale, Nev.
That airspace extending upward from 10,500 feet MSL within 9 miles northeast and 6 miles southwest of the Coaldale VORTAC 146° and 326° radials, extending from 17 miles southeast to 7 miles northwest of the VORTAC.

Coatesville, Pa.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 39°59'00" N., 75°52'00" W. of Chester County Area Airport, Chester, Pa., and within 2 miles each side of the Coatesville RBN 283° bearing extending from the 4-mile radius area to 8 miles W of the RBN.

Cochise, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cochise VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

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

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.
AMENDMENTS 8/20/70 35 F. R. 10503 (Rewritten); Corr: 35 F. R. 10947

Coeur D'Alene, Idaho
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Coeur D'Alene air terminal (latitude 47°46'30" N., longitude 116°49'05" W.), and within 2 miles each side of the 071° and 251° bearings from the Coeur D'Alene RBN (latitude 47°44'44" N., longitude 116°57'24" W.) extending from the 5-mile radius area to 8 miles west of the RBN.

Coffeyville, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Coffeyville Municipal Airport (latitude 37°05'45" N., longitude 95°34'25" W.); and within 3 miles each side of the 163° bearing from Coffeyville Municipal Airport, extending from the 7-mile radius area to 8 miles south of the airport and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 163° bearing from Coffeyville Municipal Airport extending from the airport to the Oklahoma transition area; and the area northeast of Coffeyville bounded on the northeast by a line 5 miles southwest of and parallel to the Oswego, Kans., VOR 306° radial, on the south by V-516 and on the west by V-131.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

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 and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 017° and 197° bearings from Colby Municipal Airport extending from 5 miles south to 18½ miles north of the airport.

AMENDMENTS 5/28/70 35 F. R. 6273 (Added); 7/23/70 35 F. R. 8655 (Rewritten)

Cold Bay, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 041° bearing from the Cold Bay RR, extending from the RR to 6 miles NE of the RR, and within 2 miles each side of the 263° bearing from the Cold Bay RR, extending from the RR to 6 miles W of the RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SE of the 041° bearing from the Cold Bay RR, extending from the RR to 18 miles NE of the RR; within 5 miles S of the 263° bearing from the Cold Bay RR, extending from the RR to 18 miles W of the RR; and within the arc of an 18-mile radius circle centered on the Cold Bay RR, extending clockwise from the 263° bearing to the 041° bearing from the RR.

Coldwater, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County, Memorial Airport (latitude 41°56'05" N., longitude 85°02'55" W.), within 2 miles each side of the Litchfield, Mich. VORTAC 239° radial extending from the 5-mile radius area to 8 miles northeast of the airport, and within 2 miles each side of the 209° bearing from the Branch County Memorial Airport extending from the 5-mile radius area to 8 miles southwest of the airport.

College Station, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the College Station VOR 107° radial extending from 10 miles east of the VOR to 18 miles east of the VOR.

Colorado Springs, Colo.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Peterson Field, Colorado Springs, Colo. (latitude 38°48'35" N., longitude 104°42'20" W.), and within 5 miles west and 8 miles east of the Colorado Springs ILS localizer north course, extending from the 20-mile radius area to 21 miles north of the localizer, excluding the portion west of longitude 104°52'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 38°30'00" N., on the west by longitude 104°52'00" W., on the north by latitude 39°05'00" N., on the east by a line 4 n.m. west of and parallel to the Hugo, Colo., VOR 011° and 185° radials, on the southeast by the southeast boundary of V-108S and longitude 104°00'00" W.; that airspace northwest of Colorado Springs bounded on the north by latitude 39°05'00" N., on the east by longitude 104°52'00" W. and on the southwest by a line 5 miles southwest of and parallel to the Colorado Springs VORTAC 307° radial;
that airspace southwest of Colorado Springs bounded on the north by a line beginning at latitude 38°35'00" N., longitude 105°10'00" W., to latitude 38°40'00" N., longitude 104°52'00" W., on the east by longitude 104°52'00" W., on the south by the north edge of V-244 and on the west by longitude 105°10'00" W.; that airspace southwest and northwest of Colorado Springs extending upwards from 11,700 feet MSL bounded on the north by a line beginning at latitude 38°30'00" N., longitude 105°27'00" W., to latitude 38°35'00" N., longitude 105°10'00" W., on the east by longitude 105°10'00" W., on the south by the north edge of V-244 and on the west by longitude 105°27'00" W., and that airspace bounded on the north by latitude 39°05'00" N., on the northeast by a line 5 miles southwest of and parallel to the Colorado Springs VORTAC 307° radial on the east by longitude 104°52'00" W., on the south by latitude 38°55'00" N., and on the west by longitude 105°20'00" W.

AMENDMENTS 10/15/70 35 F. R. 12650 (Changed)

Columbia, Mo.
That airspace extending upward from 700 feet above the surface bounded on the north by latitude 39°09'00" N., on the west by longitude 92°31'00" W., on the south by latitude 38°53'30" N., on the east by longitude 92°14'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°38'40" N., longitude 92°31'00" W., thence north along longitude 92°31'00" W., to the south edge of V-12, thence east along the south edge of V-12 to a line 5 miles southeast and parallel to the Jefferson City, Mo., VOR 041° radial, thence southwest along a line 5 miles southeast of and parallel to the Jefferson City VOR 041° and 221° radials to latitude 38°27'30" N., longitude 92°11'00" W., thence southwest to latitude 38°19'00" N., longitude 92°34'00" W., thence north to the point of beginning.

Columbia, S. C.
That airspace extending upward from 700 feet above the surface within 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 LOM.
AMENDMENTS 10/15/70 35 F. R. 13425 (Rewritten)

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 339° radial, extending from the 10-mile radius area to 20.5 miles north of the VOR.

AMENDMENTS 5/19/70 35 F. R. 7858 (Changed); 10/15/70 35 F. R. 13116 (Rewritten)

Columbus, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Columbus Municipal Airport (latitude 39°08'09" N., longitude 85°55'29" W.), and within 2 miles each side of the 225° bearing from the Columbus Municipal Airport extending from the 5-mile radius area to 12 miles SW of the airport, excluding that portion which overlies the Atterbury, Ind., 700-foot transition area.

Columbus, Miss
That airspace extending upward from 700 feet above the surface within a 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., longitude 88°22'50" W.); within 3 miles each side of the 179° bearing from Columbus RBN (latitude 33°27'30" N., longitude 88°23'00" W.), extending from the 8-mile radius area to 8.5 miles south of the RBN; within 4.5 miles north and 9.5 miles south of the Columbus VORTAC 281° radial, extending from the VORTAC to 18.5 miles west.
AMENDMENTS 4/30/70 35 F. R. 4259 (Rewritten); Corr: 35 F. R. 5216

Columbus, Nebr.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Columbus Municipal Airport (latitude 41°26'50" N., longitude 97°20'25" W.), and within 8 miles NE and 5 miles SW of the Columbus VOR 141° radial extending from the VOR to 12 miles SE, and within 8 miles W and 5 miles E of the Columbus VOR 340° radial extending from the VOR to 12 miles N and within 8 miles SW and 5 miles NE of the 330° and 150° bearings from the Columbus RBN extending from 2 miles SE of the RBN to 12 miles NW of the RBN.

Columbus, Ohio
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°59'45" N., 82°53'20" W., of Port Columbus International Airport, Columbus, Ohio; within a 14-mile radius of the center, 39°48'50"
N., 82°55'40" W., of Lockbourne AFB, Columbus, Ohio; within a 6-mile radius of the center, (40°04'45" N., 83°04'20" W.), of Ohio State University Airport; within 2 miles each side of the Ohio State University RBN (40°04'47" N., 83°04'54" W.) 273° bearing extending from the Ohio State University 6-mile radius area to 8 miles W of the RBN within a 6-mile radius of the center 40°01'25" N., 82°27'40" W., of Licking County Airport, Newark, Ohio; within 2 miles each side of the Licking County Airport Runway 8 centerline extended from the Licking County Airport 6-mile radius area to 7 miles E of the end of the runway; within 2 miles each side of the Appleton, Ohio, VORTAC 320° radial and 140° radial extending from the Licking County Airport 6-mile radius area to 8 miles NW of the Appleton VORTAC; that airspace within a line from 39°45'00" N., 82°42'00" W. to 39°49'35" N., 82°37'30" W.,
to 40°00'00" N., 82°32'30" W., to 40°10'00" N., 82°32'30" W. to 40°10'10" W., 82°53'20" W.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 40°27'28" N., 82°07'37" W. to 39°52'25" N., 82°13'00" W. to 39°40'00" N., 82°00'00" W. to 39°40'00" N., 81°47'00" W. to 39°00'00" N., 81°43'40" W. to 39°00'00" N., 83°00'00" W. to 38°45'00" N., 83°30'00" W. to 38°30'00" N., 83°18'15" W. to 38°30'00" N., 83°59'00" W. to 39°19'00" N., 84°00'00" W. to 39°05'00" N., 83°30'00" W., to 40°00'00" N., 83°15'00" W. to 40°30'00" N., 83°50'00" W. to 40°30'00" N., 83°10'00" W. to point of beginning.

Colusa, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles E and 3.5 miles W of the Williams, Calif. VORTAC 015 radial, extending from the VORTAC to 11 miles N of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-23, on the S by the N edge of V-200 and on the W by the W edge of V-195.

Concord, N. H.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at 43°22'00" N., 71°23'00" W., to 43°09'30" N., 71°17'30" W., to 43°09'00" N., 71°11'50" W., to 42°58'50" N., 71°01'00" W., to 42°53'00" N., 71°11'30" W., to 42°47'00" N., to 71°09'00" W., to 42°38'00" N., 71°20'00" W., to 42°40'00" N., 71°35'00" W., to 42°43'00" N., 71°36'00" W., to 42°45'00" N., 71°38'25" W., to 42°54'00" N., 71°57'00" W., to 43°06'00" N., 71°47'00" W., to 43°08'00" N., 71°59'00" W., to 43°21'00" N., 71°56'00" W., to 43°19'00" N., 71°38'00" W. to point of beginning.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 42°53'00" N., 71°05'00" W. to 42°43'00" N., 71°15'00" W. to 42°43'00" N., 71°40'00" W. to 42°55'00" N., 72°00'00" W. to 43°35'00" N., 71°55'00" W. to 43°45'00" N., 71°09'00" W. to point of beginning.

AMENDMENTS 9/17/70 35 F. R. 11176 (Changed)

Concord, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Propst Airport (latitude 35°23'30" N., longitude 80°34'30" W.); within 2.5 miles each side of Charlotte VORTAC 060° radial, extending from the 5-mile radius area to 18 miles northeast of the VORTAC.

AMENDMENTS 1/21/70 35 F. R. 1220 (Rewritten)

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 230° 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.

AMENDMENTS 1/7/71 35 F. R. 17247 (Added)

Connersville, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Mettel Airport (latitude 39°41'50" N., longitude 85°07'55" W.), and within 2 miles each side of the 015° bearing from the Mettel Airport extending from the 6-mile radius area to 8 miles north of the airport.

Cordele, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Cordele Airport (latitude 31°59'15" N., longitude 83°46'24" W.); within 2 miles each side of the Vienna VORTAC 226° radial extending from the 9-mile radius area to the VORTAC.

Cordova, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Cordova RR SW course, extending from 8 miles SW of the Cordova RR to 13 miles SW of the INT of the SW course of the Cordova RR and the E course of the Hinchinbrook RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Cordova RR SE course, extending from 13 miles SE of the Cordova RR to 13 miles SE of the INT of the SE course of the Cordova RR and the E course of the Hinchinbrook RR; within 8 miles N and 5 miles S of the Hinchinbrook RR E and W courses, extending from 7 miles W to 13 miles E of the Hinchinbrook RR.

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 REN 135° bearing,
extending from the NAS Corpus Christi 9-mile radius area to 8 miles SE of the REN; 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.
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Cortez, Colo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Montezuma County Airport, Cortez, Colo. (latitude 37°18'15" N., longitude 108°37'35" W.), and within 2 miles each side of the Cortez VOR 003° and 183° radials, extending from the 7-mile radius area to 6 miles N of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles E and 8 miles W of the Cortez VOR 003° and 183° radials, extending from 3 miles S to 14 miles N of the VOR.

Corvallis, Oreg.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Corvallis Municipal Airport (latitude 44°29'50" N., longitude 123°17'10" W.); within 2 miles each side of the Corvallis VOR 029° radial, extending from the 7-mile radius area to 7 miles NE of the Fischer FM and within 2 miles each side of the 044° bearing from latitude 44°33'25" N., longitude 123°16'22" W., extending from the 7-mile radius area to 5 miles NE of latitude 44°33'25" N., longitude 123°16'22" W.; that airspace extending upward from 1,200 feet above the surface within 6 miles NW and 8 miles SE of the Corvallis VOR 029° and 209° radials. extending from 6 miles SW to 17 miles NE of the VOR.

Cotulla, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99°13'05" W.) and within 8 miles north and 5 miles south of the Cotulla VOR 085° and 265° radials, extending to 5 miles west and 12 miles east of the VOR.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

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.

AMENDMENTS 1/7/71 35 F. R. 17031 (Rewritten)

Creston, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Creston Municipal Airport (latitude 41°01'05" N., longitude 94°21'35" W.); and within 3 miles each side of the 171° bearing from Creston Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 171° and 351° bearings from Creston Municipal Airport, extending from 6 miles north to 18½ miles south of the airport; and within 5 miles each side of the 351° bearing from Creston Municipal Airport, extending from the airport to V-6S.

Crestview, Fla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Bob Sikes Airport (lat. 30° 46' 45" N., long. 86° 31' 10" W.), excluding the portion within a 1.5-mile radius of Rockin H Ranch Airport (lat. 30° 54' 25" N., long. 86° 35' 00" W.).

Crookston, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Crookston Municipal Airport-Kirkwood Field (latitude 47°50'30" N., longitude 96°37'15" W.); and within 3 miles each side of the 304° bearing from Crookston Municipal Airport-Kirkwood Field, extending from the 5-mile radius area to 8 miles northwest of the airport, and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 124° bearing from Crookston Municipal Airport-Kirkwood Field, extending from the airport to 12 miles southeast of the airport; and within 8 miles southwest of the 124° and 304° bearings from Crookston Municipal Airport-Kirkwood Field, extending from 2 miles northwest to 6 miles southeast of the airport, excluding the portion which overlies the Grand Forks, N. Dak., 1,200-foot floor transition area.

Cross City, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cross City Airport (latitude 29°38'05" N., longitude 83°06'15" W.); and within 2 miles each side of the 121° radial of the Cross City, Fla., VORTAC extending from the 8-mile radius area to 8 miles SE of the VORTAC.

Crossett, Ark.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Crossett Municipal Airport (latitude 33°10'30" N., longitude 91°52'45" W.); and within 2 miles each side of the 056° bearing from the Crossett RBN (latitude 33°10'30" N., longitude 91°52'45" W.), extending from the 8-mile radius area to 14 miles northeast of the RBN.
AMENDMENTS 3/5/70 35 F. R. 6 (Changed); 9/17/70 35 F. R. 11900 (Changed)

Crossville, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.); within 2 miles each side of the Hinch Mountain VORTAC 334° radial, extending from the 6.5-mile radius area to the VORTAC; within 3 miles each side of the 063° bearing from the Crossville RBN (latitude 35°58'06" N., longitude 84°59'40" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

AMENDMENTS 4/30/70 35 F. R. 4256 (Changed)

Crows Landing, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Crows Landing TACAN 359° radial, extending from the arc of a 5-mile radius circle centered on ALF Crows Landing (latitude 37°24'35" N., longitude 121°06'40" W.) to 7 miles N of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°38'00" N., on the E by V-109, on the SW by V-107 and on the W by longitude 121°31'00" W. The portions within R-2525 would be used only after obtaining prior approval from appropriate authority.

Cumberland, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center. 39°36'56" N., 78°45'51" W. of Cumberland Municipal Airport, Cumberland, Md., and within 6 miles E and 5 miles W of the Cumberland RBN 019° bearing, extending from the 7-mile radius area to 11 miles N of the RBN.

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.

AMENDMENTS 9/17/70 35 F. R. 11899 (Added) ; Corr: 35 F. R. 13193

Cut Bank, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); and that airspace extending upward from 1,200 feet above the surface within the arc of a 29-mile radius circle centered on the Cut Bank VOR extending from a line 5 miles NE of and parallel to the Cut Bank VOR 151° radial clockwise to a line 5 miles W of and parallel to the Cut Bank VOR 172° radial; and the area between the Cut Bank VOR 151° radial and a line 8 miles NE of and parallel to the 151° radial extending from the VOR to 12 miles SE of the VOR.

Daggett, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Barstow-Daggett Airport (latitude 34°51'20" N., longitude 116°47'10" W.); within 2 miles each side of the 050° bearing from Barstow-Daggett Airport extending from the 3-mile radius area to 6 miles NE of the airport, and within 2 miles each side of the 090° bearing from the Barstow-Daggett Airport extending from the 3-mile radius area to 6.5 miles E of the airport.

Dalhart, Texas
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Dalhart Municipal Airport (latitude 36°01'10" N., longitude 102°33'10" W.), and within 2 miles each side of the Dalhart VORTAC 002° radial extending from the 9-mile radius area to 12 miles N of the VORTAC.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

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°06'00" W., to lat. 33°19'00" N., long. 96°57'00" W., to latitude 33°08'30" N., longitude 96°36'00" W.; to latitude 33°08'30" N., longitude 96°25'00" W.; to latitude 32°44'00" N., longitude 96°26'00" W.; to latitude 32°32'00" N., longitude 96°40'00" W.; to latitude 32°25'00" N., longitude 97°29'00" W.; thence N along longitude 97°29'00" W. to and clockwise along the arc of a 23-mile radius circle centered at latitude 32°46'20" N., longitude 97°26'30" W.; to longitude 97°28'00" W.; thence N to point of beginning.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 12/10/70 35 F. R. 15746 (Changed)

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.).

AMENDMENTS 11/12/70 35 F. R. 14305 (Added)

Danbury, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°22'20" N., 73°29'00" W., of Danbury Airport, Danbury, Conn.; and within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius area to 7 miles N of the end of the runway, excluding that airspace which coincides with the Bridgeport, Conn., and White Plains, N. Y., 700-foot floor transition areas.

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.

AMENDMENTS 2/5/70 35 F. R. 19969 (Added)

Danville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Vermillion County Airport (latitude 40°11'55" N., longitude 87°35'40" W.); within 2 miles each side of the Danville VORTAC 196° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the Danville VORTAC 198° radial, extending from the south edge of the 5-mile radius area to 18 miles south of the VORTAC.

Danville, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of 36°34'20" N., 79°20'05" W. of Danville Airport, Danville, Va.; within 2 miles each side of the Danville VOR 044° and 208° radials extending from the 7-mile radius area to 8 miles NE and 8 miles SW of the VOR.

Darby, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the 290° bearing from the Unalakleet, Alaska, RR, extending from 32 miles to 52 miles W of the RR.

Darlington, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Darlington County Airport (latitude 34°26'50" N., longitude 79°53'23" W.).

Darwin, Minn.
That airspace extending upward from 1,200 feet above the surface within 9 miles S and 6 miles N of the Darwin VOR 088° and 268° radials, extending from 8 miles E to 19 miles W of the VOR.

Dayton, Ohio
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 39°59'00" N., 83°40'00" W. to 39°55'00" N., 83°37'00" W. to 39°45'00" N., 83°43'00" W. to 39°39'00" N., 84°07'00" W. to 39°45'00" N., 84°24'00" W. to 39°49'00" N., 84°27'00" W. to 40°04'00" N., 84°17'00" W. to the point of beginning.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°19'00" N., 84°00'00" W. to 39°40'00" N., 84°25'00" W. to 40°10'00" N., 85°00'00" W. to 40°30'00" N., 84°49'00" W. to 40°32'00" N., 84°30'00" W. to 40°29'00" N., 84°14'00" W. to 40°30'00" N., 83°50'00" W. to 40°00'00" N., 83°15'00" W. to 39°05'00" N., 83°30'00" W. to the point of beginning, excluding the portion which overlies the State of Indiana.
AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Dayton, Ohio (Montgomery County)
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°35'20" N., 84°13'20" W., of Montgomery County Airport, Dayton, Ohio; and within 2 miles each side of the Montgomery County VOR 145° radial extending from the 6-mile radius area to 8 miles southeast of the VOR, excluding the portion which lies within the Middletown, Ohio, transition area.

Daytona Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Daytona Beach Municipal Airport (latitude 29°11'05" N., longitude 81°03'20" W.); within 8 miles northwest and 5 miles southeast of the Daytona ILS localizer southwest course, extending from the 8-mile radius area to 12 miles southwest of the LOM; within 2 miles each side of the 236° bearing from the Daytona Beach LOM, extending from the LOM to the intersection of the Daytona Beach VORTAC 219° radial and the Orlando, Fla., VORTAC 354° radial; and within a 5-mile radius of the Ormond Beach Municipal Airport (latitude 29°18'00" N., longitude 81°06'49" W.); excluding the airspace outside of the continental limits of the United States.

PENDING AMENDMENT
Daytona Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Daytona Beach Regional Airport (lat. 29°11'05" N., long. 81°03'20" W.); within a 6.5-mile radius of Ormond Beach Municipal Airport (lat. 29°18'00" N., long. 81°06'49" W.); excluding the portion outside the continental limits of the United States.
AMENDMENTS 3/4/71 36 F. R. 216 (Rewritten)

Deadhorse, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles south and 10 miles north and parallel to the 082° True (050° Magnetic) bearing of the Deadhorse RBN (latitude 70°11'49" N., longitude 148° 27'53" W.) extending from the RBN to 24 miles northeast; within 5 miles south and 10 miles north and parallel to the 250° True (218° Magnetic) bearing of the RBN extending from the RBN to 25 miles southwest.

AMENDMENTS 1/7/71 35 F. R. 17247 (Added)

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.).

AMENDMENTS 10/15/70 35 F. R. 12750 (Rewritten); 1/7/71 35 F. R. 17036 (Changed)

Decorah, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Decorah Municipal Airport (latitude 43°16'35" N., longitude 91°44'50" W.); and within 3 miles each side of the 122° bearing from Decorah Municipal Airport, extending from the 5½-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 9½ miles northeast and 4½ miles southwest of the 122° and 302° bearings from Decorah Municipal Airport, extending from 18½ miles southeast to 6 miles northwest of the airport; and within 5 miles each side of the 302° bearing from Decorah Municipal Airport, extending from the airport to 12 miles northwest of the airport.

Defiance, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center of Bryan-Defiance Memorial Airport, Defiance, Ohio, 41°20'30" N., 84°25'30" W. and within 2 miles each side of the Defiance RBN 299° bearing extending NW from the 4-mile radius area for 4 miles.

DeLancey, N. Y.
That airsapce extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 42°40'00" N., 75°30'00" W. to 42°10'00" N., 75°25'00" W. to 42°00'00" N., 75°26'30" W. to 42°00'00" N., 75°00'00" W. to 42°01'00" N., 74°30'00" W. to 43°00'00" N., 74°30'00" W. to point of beginning.

Del Rio, Tex.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 29°23'00" N., longitude 100°50'15" W., and within 5 miles southwest and 8 miles northeast of the Laughlin VOR 148° and 330° radials extending from 12 miles southeast of the VOR to 12 miles northwest of the VOR, excluding the portion outside the United States.

AMENDMENTS 9/17/70 35 F. R. 11617 (Rewritten)

Delta, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Delta Municipal Airport (latitude 39° 23' 00" N., longitude 112° 30' 35" W.), and within 2 miles each side of the Delta VOR 001° and 196° radials, extending from the 5-mile radius area to 6 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 11 miles E and 8 miles W of the Delta VOR 016° and 196° radials, extending from 10 miles N to 20 miles S of the VOR.

Deming, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Deming Municipal Airport (lat. 32°15'40" N., long. 107°43'10" W.).

AMENDMENTS 10/15/70 35 F. R. 13118 (Changed); 11/12/70 35 F. R. 14304 (Changed)

Denison, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Denison, Iowa, Municipal Airport (latitude 41°59'15" N., longitude 95°23'00" W.) and within 2 miles each side of the 115° bearing from Denison Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the 115° bearing from Denison Municipal Airport, extending from the airport to 12 miles southeast of the airport.

Denver, Colo.
That airspace extending upward from 700 feet above the surface, within an arc of a 22-mile radius circle centered on Stapleton Airport (latitude 39°46'30" N., longitude 104°52'40" W.) extending clockwise between the 253° and 078° bearings from Stapleton Airport, within an arc of a 37-mile radius circle centered on Stapleton Airport extending clockwise between the 078° and 160° bearings from Stapleton Airport, within an arc of a 31-mile radius circle centered on Stapleton Airport extending clockwise between the 160° and 194° bearings from Stapleton Airport, and within an arc of a 24-mile radius circle centered on Stapleton Airport extending clockwise between the 194° and 253° bearings from the Stapleton Airport; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°30'00" N., on the east by longitude 104°00'00" W., on the south by latitude 39°05'00" N., and on the west by longitude 105°20'00" W.; that airspace northeast of Greeley, Colo., extending upward from 7,500 feet MSL bounded on the northeast by V-132, on the SE by V-160, on the south by latitude 40°30'00" N., and on the northwest by V-207, and that airspace east of Denver bounded on the northwest by V-160, on the northeast by V-132, on the east by V-169, on the south by latitude 39°05'00" N., and on the west by longitude 104°00'00" W. excluding the airspace within Federal airways; that airspace west of Denver extending upward from 11,500 feet MSL, bounded on the north by latitude 40°30'00" N., on the east by longitude 105°20'00" W., on the south by latitude 39°05'00" N., on the west by longitude 105°23'00" W.; that airspace extending upward from 12,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°23'00" W. to latitude 39°20'00" N., thence direct latitude 39°30'00" N., longitude 105°30'00" W., and on the west by longitude 105°30'00" W.; and that airspace extending upward from 13,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°30'00" W. to latitude 39°30'00" N., thence direct to latitude 39°20'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°26'00" W., thence direct latitude 39°44'00" N., longitude 105°38'00" W., thence direct latitude 40°30'00" N., longitude 105°33'00" W.

DeRidder, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Beauregard Parish Airport (latitude 30°50'00" N., longitude 93°20'00" W.), and within 3.5 miles each side of the 347° bearing from the DeRidder RBN (latitude 30°50'00" N., longitude 93°20'00" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.
AMENDMENTS 7/23/70 35 F. R. 7785 (Added)

Des Moines, Iowa
That airspace extending upward from 700 feet above the surface within an 18-mile radius of Des Moines Municipal Airport (latitude 41°32'05" W., longitude 93°39'35" W.); that airspace extending upward from 1,200 feet above the surface beginning northeast of Des Moines at latitude 42°00'00" N., longitude 92°53'00" W., thence west along latitude 42°00'00" N. to and south along longitude 94°00'00" W., to and west along the south edge of V-172, to and south along longitude 94°42'00" W., to and east along the north edge of V-6, to longitude 94°25'00" W., thence southwest to latitude 40°56'30" N., longitude 93°54'00" N., thence east to latitude 41°10'00" N., longitude 92°53'00" W., thence north to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line starting at the intersection of longitude 92°57'00" W., and the southwest edge of V-52, thence southeast along V-52 to and southwest along the north edge of V-216, to and north along longitude 95°00'00" W., to and east along the south edge of V-6S to the intersection of the south edge of V-6S and longitude 94°10'15" W., thence southeast to latitude 40°56'30" N., longitude 93°54'00" W., thence northeast to the point of beginning.

Detroit, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'05" N., longitude 83°21'00" W.), and within an 8-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), and within 2 miles each side of the Metropolitan Wayne County Airport ILS localizer SW course, extending from the 8-mile radius area to 8 miles SW of the OM, and within 2 miles each side of the Willow Run VOR 047° radial, extending from the 8-mile radius area to 10 miles NE of the intersection of the Willow Run Airport ILS localizer NE course and the Salem, Mich., VOR 140° radial, and within 2 miles each side of the Windsor, Ontario, ILS localizer SW course extending from the Detroit Metropolitan Wayne County Airport 8-mile radius to the Unites States/Canadian Border, excluding the portion within the Grosse Ile, Mich., control zone; and that airspace extending upward from 1,200 feet above the surface bounded on the W by longitude 84°05'00" W., on the N by latitude 42°46'00" N., on the E by the E boundary of V-42 E alternate and the United States/Canadian Border, and on the S by a line from latitude 41°45'05" N., longitude 84°05'00" W., to latitude 41°45'30" N., longitude 83°19'45" W., to latitude 41°50'39" N., longitude 83°08'47" W., to latitude 41°45'30" N., longitude 83°03'30" W., to the United States/Canadian Border at latitude 41°45'30" N., longitude 82°51'00" W.

Detroit City, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Berz Airport, Birmingham, Mich. (latitude 42°32'40" N., longitude 83°10'25" W.), and within a 23-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), extending from the 303° bearing from the Detroit City Airport clockwise to the 123° bearing from the Detroit City Airport excluding the Pontiac, Mich., and Mount Clemens, Mich., transition areas and the airspace outside the United States.

Detroit Lakes, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Detroit Lakes Municipal Airport (latitude 46°49'35" N., longitude 95°53'05" W.); and within 2 miles each side of the 310° bearing from Detroit Lakes Municipal Airport, extending from the 6-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 310° bearing from Detroit Lakes Municipal Airport, extending from the airport to 12 miles northwest of the airport excluding the portion that overlies the Fargo, N. Dak., transition area.

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.

AMENDMENTS 11/12/70 35 F. R. 14303 (Rewritten)

PENDING AMENDMENT
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.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 180° bearing from Dexter Municipal Airport extending from the airport to 18½ miles south of the airport, excluding the portion which overlies the Malden, Mo., transition area.

AMENDMENTS 2/4/71 35 F. R. 18507 (Added)

Dickinson, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.), and within 2 miles each side of the Dickinson VORTAC 013° radial, extending from the 7-mile radius area to 8 miles N of the VORTAC; and that airspace extending from 1,200 feet above the surface within 5 miles E and 8 miles W of the Dickinson VORTAC 013° radial, extending from the VORTAC to 13 miles N of the VORTAC; and within the arc of a 12-mile radius circle centered on the Dickinson VORTAC extending clockwise from the Dickinson VORTAC 259° radial to the Dickinson VORTAC 013° radial.

Dillingham, Alaska
That airspace extending upward from 700 feet above the surface, within a 6-mile radius of the Dillingham Airport (latitude 59°02'36" N., longitude 158°30'20" W.); within 5 miles northwest and 8 miles southeast of the Dillingham VOR 025° radial extending from the VOR to 18 miles northeast; within 5 miles northwest and 8 miles southeast of the 053° bearing from the Northern Consolidated Airlines RBN (latitude 59°04'12" N., longitude 158°26'30" W.) extending from the RBN to 12 miles northeast; and that airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 8 miles southeast of the Dillingham VOR 205° radial extending from the VOR to 12 miles southwest. This transition area would be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

AMENDMENTS 2/18/70 35 F. R. 3109 (Changed)

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.

AMENDMENTS 10/15/70 35 F. R. 16172 (Added)

Dixon, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles R. Walgreen Field, Dixon, Ill. (latitude 41°50'03" N., longitude 89°26'37" W.), and within 2 miles each side of the Polo, Ill., VORTAC 155° radial extending from the 5-mile radius area to the VORTAC.

Dodge City, Kans.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Dodge City Municipal Airport (lat. 37°45'45" N., long. 99°58'00" W.), and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of Dodge City Municipal Airport; within a 13-mile radius of the Dodge City VORTAC, and within 4½ miles east and 9½ west of the Dodge City VORTAC 341° radial extending from the 13-mile radius area to 18½ miles north of the VORTAC.

AMENDMENTS 1/7/71 35 F. R. 17034 (Rewritten)

Dothan, Ala.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Dothan Airport (latitude 31°19'10" N., longitude 85°27'30" W.); excluding the airspace within a 1.5-mile radius of Headland Minicipal Airport (latitude 31°21'45" N., longitude 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 Dothan VORTAC 350° radial.

AMENDMENTS 6/25/70 35 F. R. 6858 (Rewritten)

Douglas, Ariz.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Douglas VORTAC 347° radial extending from 6 miles to 9 miles north of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 9-mile radius of the Douglas VORTAC; within a 23-mile radius of the Douglas VORTAC extending from the 9-mile radius area clockwise from the southwest boundary of V-66 to the southeast boundary of V-66 and within 5 miles each side of the Douglas VORTAC 347° radial extending from the 23-mile radius area to the Cochise VORTAC, excluding the portion within the Cochise, Ariz., transition area.

Douglas, Wyo.
That airspace extending upward from 8,500 feet MSL, bounded on the north by latitude 42°44'00" N., and the east by V-169, on the southeast by V-89, on the south by V-100, on the west by V-19E and on the southwest by V-19E and V-247.

Dover, Del.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 39°07'45" N., 75°27'50" W. of Dover AFB, Dover, Del., and within 2 miles each side of the Dover AFB ILS localizer S course extending from the 9-mile radius to 8 miles S of the LOM, and within a 5-mile radius of the center 39°13'05" N., 75°35'55" W., of Dealaware Airpark, Dover-Cheswold, Del.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 39°26'20" N., 75°19'58" W. to 38°57'30" N., 74°59'20" W. to 38°06'40" N., 75°31'00" W. to 38°10'58" N., 75°42'50" W. to 38°15'20" N., 75°40'05" W. to 38°16'10" N., 75°42'20" W. to 38°23'00" N., 75°38'00" W. to 38°57'00" N., 75°53'00" W. to 39°10'00" N., 75°53'00" W. to point of beginning.

Dowagiac, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cass County Memorial Airport (latitude 41°59'30" N., longitude 86°07'30" W.), and within 2 miles each side of the Keeler, Mich., 181° radial extending from the 5-mile radius area to the Keeler VOR excluding the portion within the Benton, Harbor, Mich., and South Bend, Ind., transition areas.

Doylestown, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (40°20'20" N., 75°07'20" W.), of Central Bucks County Airport, Doylestown, Pa.; within 2 miles each side of the runway 5 centerline extended from the Doylestown, Pa., 5-mile radius area to 5 miles northeast of the end of the runway and within 2 miles each side of the Solberg, N. J., VORTAC 229° radial extending from the Doylestown, Pa., 5-mile radius area to 10 miles southwest of the VORTAC, excluding the portions which coincide with the North Philadelphia, Pa., and Readington, N. J., transition areas. This transition area is effective from sunrise to sunset, daily.

Dublin, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dublin Municipal Airport (latitude 32°33'55" N., longitude 82°59'10" W.); within 2 miles each side of the Dublin VORTAC 069° radial, extending from the 5-mile radius area to the VORTAC.

Dublin, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (37°08'10" N., 80°40'50" W.) of New River Valley Airport, Dublin, Va.; and within 2 miles each side of Pulaski VOR 208° radial extending from the 7-mile radius area to 8 miles southwest of the VOR.

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.
AMENDMENTS 12/10/70 35 F. R. 15907 (Rewritten)

Dubuque, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'55" W.), within 8 miles SW and 5 miles NE of the Dubuque VORTAC 321° radial, and within 8 miles NE and 5 miles SW of the Dubuque VORTAC 126° radial extending from the VORTAC to 12 miles NW and SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 42°05'00" N., longitude 91°00'00" W., thence W along latitude 42°05'00" N., to and N along longitude 92°15'00" W., to and counterclockwise along the arc of a 29-mile radius circle centered on the Waterloo, Iowa, VORTAC, to and E along the S edge of V-100, to and clockwise along the arc of a 29-mile radius circle centeded on the Dubuque VORTAC, to and SE along the SW edge of V-218, to and S along longitude 89°55'00" W., to and SW along the NW edge of V-216, to and W along the N edge of V-172, to and N along longitude 91°00'00" W., to the point of beginning, excluding the portion which overlies the State of Illinois.
AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Duluth, Minn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Duluth International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within 2 miles each side of the Duluth VOR 023° radial, extending from the 8-mile radius area to 18 miles northeast of the VOR; and within 2 miles each side of the Duluth ILS localizer west course, extending from the 8-mile radius area to 8 miles west of the OM; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Duluth International Airport; within a 34-mile radius of the Duluth VOR; and within 8 miles northwest and 5 miles southeast of the Duluth VOR 051° radial, extending from the 35-mile radius area to 41 miles northeast of the VOR; excluding the portion which overlies the Hibbing, Minn., transition area.

Duncan, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Halliburton Field (latitude 34° 28' 30" N., longitude 97° 57' 30" W.), and within 2 miles each side of the Duncan VOR 157° and 337° radials, extending from the 5-mile radius area to 7 miles SE of the VOR.

Dunkirk, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°29'35" N., 79°16'20" W., of Dunkirk Municipal Airport, Dunkirk, N. Y.; within 2 miles northwest and 5 miles southeast of the Dunkirk, N. Y. VOR 046° radial extending from the VOR to 12 miles NE of the VOR; and within 2 miles each side of the Runway 15 centerline extended from the 5-mile radius area to 10 miles southeast of the lift-off end of the runway.

Durango, Colo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.), and within 2 miles SW and 3 miles NE of the Durango VOR 118° radial, extending from the 5-mile radius area to 8 miles SE of the VOR, and within 2 miles each side of the Durango VOR 225° radial, extending from the 5-mile radius area to 9 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 9 miles SW and 6 miles NE of the Durango VOR 298° and 118° radials, extending from 7 miles NW to 14 miles SE of the VOR.

Durant, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Eaker Field (latitude 33°56'30" N., longitude 96°24'00" W.), and within 2.5 miles each side of the Perrin VOR 045° radial extending from the 5-mile radius area to 6.5 miles southwest of the airport.

AMENDMENTS 7/23/70 35 F. R. 7294 (Added)

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 1,200 feet above the surface within 3 miles north and 2 miles south of the 083° and 263° bearings from the Eagle, Colo., RBN (latitude 39°38'37" N., longitude 106°54'36" W.) extending from 12 miles west to 3 miles east of the RBN; that airspace extending upward from 11,700 feet MSL within 5 miles south and 8 miles north of the 083° and 263° bearings from the Eagle, Colo., RBN extending from 7 miles east to 13 miles west of the RBN; that airspace extending upward from 12,200 feet MSL within 5 miles each side of the 083° bearing from the Eagle, Colo., RBN extending from 7 miles east to 16 miles east of the RBN; that airspace extending upward from 13,200 feet MSL within 5 miles each side of the 083° bearing from Eagle, Colo., RBN extending from 16 miles east to 26 miles east of the RBN.

Eagle Lake, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Eagle Lake Airport (latitude 29°36'00" N., longitude 96°19'26" W.); and within 2 miles each side of the Eagle Lake VOR 007° radial extending from the 5-mile radius area to 8 miles N of the VOR.

East Hampton, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of East Hampton Airport (latitude 40°57'36" N., longitude 72°15'05" W.); and within 2 miles each side of the Hampton VOR 231° radial extending from the 6-mile radius area to 8 miles SW of the VOR.

Eastman, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Eastman-Dodge County Airport (latitude 32°12'51" N., longitude 83°07'42" W.).

Easton, Md.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center (38°48'25" N., 76°04'15" W.) of Easton Municipal Airport, Easton, Md., and within 2 miles each side of the 038° bearing from the Easton RBN (38°48'25" N., 76°04'05" W.), extending from the 6-mile radius area to 8 miles northeast of the RBN.

East St.Louis, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bi-State Parks Airport (latitude 38°34'21" N., longitude 90°09'28" W.), and within 8 miles SW and 5 miles NE of the 132° bearing from the Bi-State Parks Airport extending from the airport to 12 miles SE, excluding that portion which overlies the Belleville, Ill., transition area.

Eau Claire, Wis.
That airspace extending upward from 700 feet above the surface within 11½-mile radius of Eau Claire Municipal Airport (latitude 44°51'50" N., longitude 91°29'10" W.); and within 2 miles each side of the 202° radial of the Eau Claire VORTAC extending from the 11½-mile radius area to 14 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Eau Claire VORTAC; and that airspace extending upward from 4,000 feet MSL southwest of Eau Claire bounded on the east by V-129, on the southwest by V-2N, and on the north by V-26S.

AMENDMENTS 12/10/70 35 F. R. 15905 (Rewritten)

Ebensburg, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°27'40" N., 78°46'25" W., of Ebensburg Airport, Ebensburg, Pa.; within 2 miles each side of the Runway 24 centerline extended from the 6-mile radius area to 6 miles southwest of the end of the runway; within 2 miles each side of the Runway 28 centerline extended from the 6-mile radius area to 7 miles west of the end of the runway and within 2 miles each side of the Revloc, Pa., VORTAC 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.

AMENDMENTS 4/30/70 35 F. R. 3755 (Rewritten)

Edwards AFB, Calif.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Edwards AFB (latitude 34°54'20" N., longitude 117°52'55" W.), within 2 miles SE and 8 miles NW of the Edwards AFB TACAN 058° radial extending from the 15-mile radius area to 13.5 miles NE of the TACAN.

Eglin AFB, Fla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Eglin AFB (latitude 30°29'10" N., longitude 86°31'50" W.), within a 9-mile radius of Eglin AF Aux No. 9 (Hurlburt Field) (latitude 30°25'40" N., longitude 86°41'20" W.) within an 8-mile radius of Eglin AF Aux No. 3 (Duke Field) (latitude 30°39'00" N., longitude 86°31'21" W.) within a 5-mile radius of Destin-Fort Walton Beach Airport (latitude 30°23'55" N., longitude 86°28'20" W.), excluding the airspace within R-2909, W-151, a 1.5-mile radius of the Fort Walton Beach Airport (latitude 30°24'20" N., longitude 86°49'45" W.) and a 9-mile radius of Bob Sikes Airport (latitude 30°46'45" N., longitude 86°31'10" W.).

El Centro, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Imperial VORTAC 088° and 268° radials, extending from 15 miles E to 15 miles W of the VORTAC, and within 15 miles W and 5 miles E of the Imperial VORTAC 360° radial, extending from the VORTAC to 25 miles N of the VORTAC, excluding the portion under the jurisdiction of Mexico.

El Dorado, Ark.
That airspace extending upward from 700 feet above the surface within 5 miles southeast and 8 miles northwest of the El Dorado VORTAC 059° radial, extending from the VORTAC to 12 miles northeast; within 5 miles each side of the 239° radial, extending from the VORTAC to 5 miles southwest; and within 2 miles each side of the 236° radial, extending from the VORTAC to 18 miles southwest.

Elizabeth City, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of CGAS Elizabeth City (latitude 36°15'35" N., longitude 76°10'20" W.); within 3 miles each side of the 127° bearing from Weeksville RBN, extending from the 8.5-mile radius area to 8.5 miles southeast of the RBN; within 8 miles east and 5 miles west of Elizabeth City VOR 195° radial, extending from the 8.5-mile radius area to 12 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; excluding the portion within R-5301B.

AMENDMNETS 3/5/70 35 F. R. 101 (Rewritten)

Elizabethtown, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°45'10" N., 85°53'10" W., of Elizabethtown-Hardin County Airport, Elizabethtown, Ky., and within 2 miles each side of the New Hope, Ky., VOR 306° radial extending from the 5-mile radius area to the VOR excluding that portion that coincides with the Louisville, Ky., transition area. This transition area shall be in effect from sunrise to sunset, daily.

Elkhart, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elkhart Municipal Airport (latitude 41°43'00" N., longitude 85°59'50" W.); and within 2 miles each side of the South Bend, Ind., VORTAC 101° radial, extending eastward from the 5-mile radius area to 23 miles east of the VORTAC, excluding the portion which overlies the South Bend, Ind., 700-foot floor transition area.

Elkins. W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 38°53'25" N., 79°51'25" W. of Elkins-Randolph County Airport, Elkins, W. Va.; within 2 miles each side of the Elkins VOR 098° radial extending from the 7-mile radius area to the VOR; within 5 miles each side of the Elkins VOR 070° radial extending from 11 miles E to 23 miles E of the VOR. effective sunrise to sunset.

Elko, Nev.
That airspace extending upward from 700 feet above the surface within 5 miles east and 8 miles west of the Elko VORTAC 177° radial, extending from the VORTAC to 12 miles south of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Elko VORTAC, that airspace extending from the 12-mile radius area E of Elko bounded on the N by a line 4 n. m. S of and parallel to the Wells, Nev., VOR 256° radial, on the east by longitude 115°29'00" W., and on the south by a line 5 miles south of and parallel to the Elko VORTAC 091° radial, that airspace extending from the 12-mile radius area W of Elko bounded on the N by a line 4 n.m. SE of and parallel to the Battle Mountain, Nev., VOR 062° radial, on the west by longitude 116°20'00" W., and on the south by a line 10 miles south of and parallel to the Elko VORTAC 258° radial and within 5 miles each side of the Elko VORTAC 154° radial, extending from the 12-mile radius area to 25 miles southeast of the VORTAC; that airspace extending upward from 9,500 feet MSL S of Elko, extending from the 12-mile radius area bounded on the E by a line 4 n.m. W of and parallel to the Elko VORTAC 154° radial, on the south by the arc of a 29-mile radius circle centered on the Elko VORTAC, and on the west by a line 5 miles west of and parallel to the Elko VORTAC 177° radial; and that airspace extending upward from 12,500 feet MSL within the area bounded by the arcs of 29 and 34-mile radius circles centered on the Elko VORTAC, bounded on the east by V-293 and on the west by a line 5 miles west of and parallel to the Elko VORTAC 177° radial.

Ellensburg, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ellensburg Municipal Airport (latitude 47°02'10" N., longitude 120°31'50" W.); and that airspace extending upward from 1,200 feet above the surface within 7 miles NW and 10 miles SE of the Ellensburg VORTAC 064° and 244° radials extending from 9 miles SW to 20 miles NE of the VORTAC. and within 8 miles NE and 5 miles SW of the Ellensburg VORTAC 131° radial extending from the VORTAC to 12 miles SE of the VORTAC.
That airspace extending upward from 9,500 feet MSL bounded on the north by the south edge of V-2S, on the east by west edge of V-25, and on the south by the north edge of V-4.

AMENDMENTS 8/20/70 35 F. R. 9922 (Changed)

Elmira. N.Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center of Chemung County Airport Elmira, N.Y., 42°09'37" N., 76°53'35" W. within 2 miles each side of the Elmira VOR 237° radial extending SW from the 12-mile radius area for 8 miles SW of the VOR; within 5 miles SE and 8 miles NW of the airport ILS NE localizer course extending from the 12-mile radius area to 12 miles NE of the Alpine RBN.

El Paso, Tex.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.), extending clockwise from the 016° to the 196° bearings from the El Paso International Airport; within 2 miles each side of the Newman,-Tex., VOR 040° radial, extending from the 15-mile radius area to 12 miles NE of the VOR, excluding the portion outside of the United States.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed); 11/12/70 35 F. R. 14304 (Changed)

Ely, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ely VOR, and within 5 miles NE and 8 miles SW of the Ely VOR 303° radial, extending from the VOR to 12 miles NW; and that airspace extending upward from 1,200 feet above the surface within the arc of a 17-mile radius circle centered on the Ely VOR, extending clockwise from a line 5 miles SW of and parallel to the Ely VOR 332° radial to a line 5 miles E of and parallel to the Ely VOR 007° radial, and within 5 miles each side of the Ely VOR 167° radial, extending from the VOR to 21 miles S of the VOR.

Elyria, Ohio
That airspace extending upward from 700 feet above the surface within a 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.

AMENDMENTS 7/23/70 35 F. R. 8475 (Rewritten)

Emporia, Kans.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Emporia VORTAC 134° radial extending from the arc of a 5-mile radius circle centered on the Emporia Municipal Airport (latitude 38°20'00" N., longitude 96°11'15" W.) to 8 miles SE of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Emporia VORTAC 134° radial extending from the VORTAC to 12 miles SE of the VORTAC.

Emporia, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 36°41'15" N., 77°29'10" W., of Emporia Municipal Airport, Emporia, Va.; within 2 miles each side of the Runway 27 centerline extended from the 6-mile radius area to 6 miles west of the end of the runway; within 2 miles each side of the Runway 33 centerline extended from the 6-mile radius area to 6 miles northwest of the end of the runway and within 2 miles each side of the 135° bearing from the Emporia RBN (36°40'58" N., 77°28'57" W.) extending from the 6-mile radius area to 8 miles southeast of the RBN.

Endicott, N. Y.
That airspace extending upward from 700-feet above the surface within a 5-mile radius of the center 42°04'45" N., 76°05'50" W., of Tri-Cities Airport, Endicott, N. Y.; within 2 miles each side of the Binghamton, N. Y. VORTAC 340° and 160° radials, extending from the 5-mile radius area to 8 miles north of the VORTAC; within 2 miles each side of the Runway 27 centerline extended from the 5-mile radius area to 10 miles west of the end of the runway; within 2 miles each side of the Runway 9 centerline extended from the 5-mile radius area to 6 miles east of the end of the runway; within 2 miles each side of the Runway 21 centerline extended from the 5-mile radius area to 12 miles southwest of the end of the runway; and within 2 miles each side of the Runway 3 centerline extended from the 5-mile radius area to 10 miles northeast of the end of the runway, excluding the portion that coincides with the Binghamton, N. Y., transition area. This transition area shall be effective from sunrise to sunset, daily.

AMENDMENTS 10/9/70 35 F. R. 15908 (Changed)

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.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Erie, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Erie International Airport (latitude 42°04'56" N., longitude 80°10'44" W.); within 5 miles NW, and 8 miles SE of the Erie ILS localizer SW course, extending from the ILS OM to 12 miles SW of the Erie VORTAC; and within 2 miles each side of the Cascade RBN 054° bearing, extending from the 7-mile radius area to 8 miles northeast of the RBN.

Escanaba, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Escanaba Municipal Airport (latitude 45°43'25" N., longitude 87°05'40" W.); within 8 miles west and 5 miles east of the Escanaba VORTAC 007° radial, within 8 miles north and 5 miles south of the Escanaba VORTAC 101° radial and within 8 miles south and 5 miles north of the Escanaba VORTAC 266 radial, extending from the VORTAC to 12 miles north, east, and west of the VORTAC; and within 8 miles west and 5 miles east of the 349° bearing from Escanaba Municipal Airport, extending from the airport to 15 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Escanaba VORTAC.

Estherville, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Estherville, Iowa, Municipal Airport (latitude 43°24'30" N., longitude 94°44'50" W.) and within 2 miles each side of the 175° bearing from Estherville Municipal Airport, extending from the 5-mile radius area to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 175° bearing from Estherville Municipal Airport, extending from the airport to 12 miles S of the airport.

Eufaula, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Weedon Field (latitude 31°57'05" N., longitude 85°07'45" W.); within 3 miles each side of Eufaula VOR 014° radial, extending from the 6.5-mile radius area to 8.5 miles north of the VOR.

AMENDMENTS 2/5/70 34 F. R. 19245 (Rewritten)

Eugene, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles east and 8 miles west of the Eugene VORTAC 007° radial, extending from the VORTAC to 14 miles north of the VORTAC; within 2 miles southeast and 3 miles northwest of the Eugene VORTAC 030° radial, extending from the VORTAC to 13 miles northeast of the VORTAC; within 2 miles each side of the Eugene VORTAC 272° radial, extending from the VORTAC to 12 miles west of the VORTAC, and that airspace southwest of Eugene bounded on the east by a line 4.5 miles east of and parallel to the Eugene VORTAC 172° radial, on the south by an arc of an 18-mile radius circle centered on the Eugene VORTAC, on the northwest by a line 2 miles northwest of and parallel to the Eugene VORTAC 224° radial, and on the north by an arc of a 5-mile radius circle centered on Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.); that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Eugene VORTAC 272° radial, extending from the VORTAC to V-27; within 16 miles west and 10 miles east of the Eugene VORTAC 015° and 195° radials, extending from 26 miles north to 22 miles south of the VORTAC; within 6 miles east and 9 miles west of the Eugene VORTAC 172° radial, extending from the VORTAC to 39 miles south of the VORTAC, and that airspace southwest of Eugene bounded on the southeast by the northwest edge of V-121, on the northwest by the southeast edge of V-287, and on the north by a line 5 miles south of and parallel to the Eugene VORTAC 272° radial and that airspace northeast of Eugene bounded on the north by the south edge of V-536, on the south by the north edge of V-121, and on the northwest by the southeast edge of V-23E.

AMENDMENTS 12/10/70 35 F. R. 15904 (Changed)

Eunice, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Eunice Airport (latitude 30°28'00" N., longitude 92°25'30" W.) and within 2 miles each side of the Lafayette VORTAC 310° radial extending from the 5-mile radius area to 6 miles southeast of the approach end of Runway 34.

Evadale, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Evadale Airport (latitude 30°19'30" N., longitude 94°04'24" W.), and within 2 miles each side of the 150° bearing from the Evadale RBN (latitude 30°24'16" N., longitude 94°07'37" W.), extending from the 5-mile radius area to the RBN.

Evansville, Ind.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Dress Memorial Airport (latitude 38°02'15" N., longitude 87°31'45" W.); and within 2 miles each side of the Evansville VORTAC 060° radial, extending from the 10-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 38°02'50" N., longitude 86°30'00" W., to latitude 37°26'00" N., longitude 86°30'00" W., to latitude 37° 17'50" N., longitude 87°18'00" W., to latitude 37°12'50" N., longitude 87°39'30" W., to latitude 37°26'10" N., longitude 88°19'00" W., thence via the Kentucky boundary to the point of beginning.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Fairbanks, Alaska
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 64°49'40" N., longitude 147°34'00" W., within a 7-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.), and within 2 miles each side of the Eielson VOR 122° radial, extending from the 7-mile radius area to 7 miles southeast of the VOR; within 8 miles west and 5 miles east of the 018° radial of the Fairbanks VORTAC, extending from the 20-mile radius area to 35 miles north of the VORTAC; and within 8 miles east and 5 miles west of the 168° radial of the Fairbanks VORTAC, extending from the 20-mile radius area to 35 miles south of the VORTAC; that airspace extending upward from 1,200 feet above the surface beginning at latitude 68°00'00" N., longitude 153°00'00" W. to latitude 68°00'00" N., longitude 144°00'00" W. to latitude 63°10'00" N., longitude 144°00'00" W. to latitude 62°38'00" N., longitude 145°41'00" W. to latitude 62°45'00" N., longitude 148°48'00" W. to latitude 62°59'00" N., long. tude 150°15'00" W. to latitude 63°00'00" N., longitude 151°10'00" W. to latitude 64°00'00" N., longitude 153°00'00" W. to point of beginning, excluding the portion within Restricted Areas R-2202A, R-2202B, R-2205, and R-2206.

AMENDMENTS 4/2/70 35 F. R. 2583 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
F. R. Corr: 35 F. R. 6575

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; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 008° and 188° bearings from Fairfield Municipal Airport, extending from 3 miles north to 21½ miles south of the airport, excluding the portion which overlies the Ottumwa, Iowa, transition area.

AMENDMENTS 4/2/70 35 F. R. 2582 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

Fairmont, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'45" N., longitude 94°25'15" W.); within 2 miles each side of the 132° bearing from Fairmont Municipal Airport, extending from the 5-mile radius area to 8 miles SE of the airport; and within 2 miles each side of the 319° bearing from Fairmont Municipal Airport, extending from the 5-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 132° bearing from Fairmont Municipal Airport, extending from the airport to 12 miles SE of the airport; and within 5 miles NE and 8 miles SW of the 139° and 319° bearings from Fairmont Municipal airport, extending from 1 mile SE to 12 miles NW of the airport.

Fallon, Nev.
That airspace extending upward from 700 feet above the surface within a 11-mile radius of the NAAS Fallon TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 11-mile radius area to 15 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface within 11 miles NW and 7 miles SE of the Hazen, Nev., VOR 061° and 241° radials, extending from 5 miles SW to 30 miles NE of the VOR, excluding the portion W of longitude 119°00'00" W.; within 5 miles each side of the NAAS Fallon TACAN 039° radial, extending from the TACAN to 30 miles NE of the TACAN; within 12 miles SW and 10 miles NE of the Fallon TACAN 139° and 319° radials, extending from 10 miles NW to 23 miles SE of the TACAN; within a 20-mile radius of the Fallon TACAN extending clockwise from the TACAN 050° to the 110° radials; and that airspace extending upward from 9,500 feet MSL within 12 miles SW and 10 miles NE of the NAAS Fallon TACAN 139° radial, extending from 23 miles to 44 miles SE of the TACAN.

Falmouth, Mass.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within a 6-mile radius of Barnstable Airport, Hyannis, Mass., (latitude 41°40'10" N., longitude 70°16'45" W.); within 5 miles NW and 8 miles SE of the Barnstable Airport ILS localizer NE course, extending from the OM to 12 miles NE of the OM; within a 4-mile radius of the Chatham Airport, Chatham, Mass. (latitude 41°41'20" N., longitude 69°59'25" W.); within a 6-mile radius of Martha's Vineyard Airport, Martha's Vineyard, Mass., (latitude 41°23'35" N., longitude 70°36'50" W.), and within 5 miles NW and 8 miles SE of the Martha's Vineyard VOR 055° radial, extending from the VOR to 12 miles NE of the VOR; within 2 miles each side of the 183° bearing from Martha's Vineyard RBN, extending from the 6-mile radius area to 8 miles S of the RBN; and within a 5-mile radius of the Oak Bluffs Airport, Oak Bluffs, Mass. (latitude 41°26'25" N., longitude 70°34'10" W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning
at latitude 42°13'20" N., longitude 70°18'30" W., thence to latitude 42°10'50" N., longitude 70°03'00" W., to latitude 41°40'29" N., longitude 69°46'32" W., to latitude 41°38'00" N., longitude 69°45'10" W., to latitude 41°21'00" N., longitude 69°45'10" W., to latitude 41°09'00" N., longitude 70°00'00" W., to latitude 41°10'25" N., longitude 70°12'50" W., to latitude 41°04'00" N., longitude 70°42'30" W., to latitude 41°12'45" N., longitude 70°42'30" W., to latitude 41°21'00" N., longitude 70°48'00" W., to latitude 41°42'00" N., longitude 70°48'00" W., to latitude 41°53'30" N., longitude 70°56'30" W., thence to the point of beginning; and that airspace extending upward from 2,000 feet MSL bounded on the N by Control 1142, on the SE by Control 1143, and on the W by a line extending through latitude 41°40'29" N., longitude 69°46'32" W. and latitude 42°10'50" N., longitude 70°03'00" W., excluding the portion within the Nantucket, Mass., transition area.

Farewell, Alaska
That airspace extending upward from 1,200 feet above the surface within 8 miles S and 8 miles N of the 110° and 290° bearings from the Farewell RR, extending from 13 miles W to 13 miles E of the RR.

Fargo, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hector Field (latitude 46°55'05" N., longitude 96°48'55" W.); within 2 miles each side of the Fargo ILS localizer north course, extending from the 7-mile radius area to 8 miles north of the RBN; within 2 miles each side of the Fargo VORTAC 007° radial, extending from the 7-mile radius area to 24 miles north of the VORTAC; and within 5 miles west and 8 miles east of the Fargo ILS localizer south course, extending from 5 miles north to 12 miles south of the LOM; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Fargo VORTAC; within a 36-mile radius of the Fargo VORTAC, extending from a line 9 miles west of and parallel to the Fargo VORTAC 353° radial, clockwise to a line 5 miles east of and parallel to the Fargo VORTAC 034° radial; and within 10 miles east and 7 miles west of the Fargo VORTAC 187° radial, extending from the 35-mile radius area to 56 miles south of the VORTAC.

Faribault-Owatonna, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Faribault Municipal Airport (latitude 44°19'35" N., longitude 93°18'30" W.); within a 5-mile radius of Owatonna Municipal Airport (latitude 44°07'15" N., longitude 93°15'15" W.); within 2 miles each side of the 200° bearing from Faribault Municipal Airport extending from the Faribault 5-mile radius area to 9 miles south of the airport; and within 2 miles each side of the 315° bearing from Owatonna Municipal Airport, extending from the Owatonna 5-mile radius area to 9 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface in the Faribault-Owatonna terminal area bounded on the north by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'08" N., longitude 93°13'11" W.), on the east by V-82, on the south by V-24 and on the west by V-170, excluding the portion which overlies the Hope, Minn., and Rochester, Minn., transition areas.

Farmington, Mo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Farmington Municipal Airport (latitude 37°45'45" N., longitude 90°26'30" W.); and within 1½ miles each side of the Farmington VORTAC 300° radial, extending from the 9-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the Farmington VORTAC 120° and 300° radials, extending from 5½ miles northwest to 18½ miles southeast of the VORTAC, excluding the portion which overlies the Perryville, Mo., transition area.

Farmington, N. Mex.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (latitude 36°44'35" N., longitude 108°13'46" W.), within 2 miles each side of the Farmington VORTAC 094° radial extending from the 11-mile radius area to 8 miles E of the VORTAC, and within 2 miles each side of the Farmington VORTAC 086° radial extending from the 11-mile radius area to 12 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Farmington VORTAC excluding the portion within the Durango, Colo., transition area.

Fayetteville, Ark.
That airspace extending upward from 700 feet above the surface within a 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, and within 5 miles east and 10 miles west of the Fayetteville VORTAC 005° radial extending from the 27.5-mile radius area to 33.5 miles north of the VORTAC.

AMENDMENTS 9/17/70 35 F. R. 11465 (Rewritten)

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°59'35" N., longitude 78°52'50" W.); within a 10-mile radius of Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.); within 9.5 miles northwest and 4.5 miles southeast of Pope AFB ILS loclaizer northeast course, extending from the 10-mile radius area to 18.5 miles northeast of the LOM; excluding the portion within R-5311.

AMENDMENTS 4/30/70 35 F. R. 3880 (Rewritten)

Fergus Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Fergus Falls Municipal Airport (latitude 46°17'10" N., longitude 96°09'35" W.); and within 3 miles each side of the 187° bearing from Fergus Falls Municipal Airport, extending from the 6½-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1200 feet above the surface within 4½ miles west and 9½ miles east of the 187° and 007° bearings from Fergus Falls Municipal Airport, extending from 6 miles north to 18½ miles south of the airport; and within 5 miles each side of the 007° bearing from Fergus Falls Municipal Airport, extending from the airport to 12 miles north of the airport.

AMENDMENTS 4/30/70 35 F. R. 8211 (Rewritten)

Findlay, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Findlay Airport (latitude 41°00'55" N., longitude 83°40'15" W.); within 2 miles each side of the 248° bearing from the Findlay REN extending from the Findlay Airport 6-mile radius area to 8 miles west of the REN; within 2 miles each side of the 178° bearing from the Findlay RBN, extending from the Findlay Airport 6-mile radius area to 8 miles south of the RBN; within a 5-mile radius of the center 40°53'15" N., 83°52'00" W., of Bluffton Flying Service Airport, Bluffton, Ohio; within 2 miles each side of the Findlay VORTAC 051° radial and 231° radial, extending from the Bluffton Flying Service Airport 5-mile radius area to 8 miles northeast of the VORTAC, and within 2 miles each side of the Findlay VORTAC 225° radial, extending from the VORTAC to the Bluffton Flying Service Airport 5-mile radius area; and that airspace extending upward from
1200 feet above the surface bounded by a line extending from latitude 40° 51' 00" N., longitude 84° 00' 00" W.; to latitude 41° 18' 00" N., longitude 84° 07' 00" W.; to latitude 41° 11' 00" N., longitude 83° 19' 00" W.; to latitude 40° 50' 00" N., longitude 83° 30' 00" W.; to the point of beginning.

Fire Island, N. Y.
That airspace extending upward from 8,500 feet MSL bounded on the north by Control 1169, on the southeast by a line 10 nautical miles southeast of and parallel to the southeast boundary of V-139, on the southwest by Control 1147 and on the northwest by V-139.

Five Finger, Alaska
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Five Finger RBN, and within 2 miles each side of the 349° and 189° bearings from the Five Finger RBN, extending from the RBN to 8 miles N and 8 miles S of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 189° and 009° bearings, extending from 7 miles N to 13 miles S of the RBN, and within 8 miles W and 5 miles E of the 349° and 169° bearings, extending from 13 miles N to 7 miles S of the RBN.

Flagstaff, Ariz. (Pulliam Airport)
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.); that airspace extending upward from 1,200 feet above the surface within an arc of a 26-mile radius circle centered on the Flagstaff VOR (latitude 35°08'50" N., longitude 111°40' 24" W.), extending from a line 5 miles NW of and parallel to the Flagstaff VOR 054° radial clockwise to a line 5 miles N of and parallel to the Flagstaff VOR 297° radial, and within 9 miles N and 6 miles S of the Flagstaff VOR 096° radial extending from the 26-mile radius area to 35 miles E of the VOR, excluding that portion within R-2302.

Flint, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Flint VOR, within 5 miles north and 8 miles south of the Flint ILS localizer west course, extending from the 12-mile radius area to 12 miles west of the OM; and within a 4-mile radius of Owosso City Airport, Owosso, Mich. (latitude 42°59'30" N., longitude 84°08'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 42°46'00" N., on the east by the east boundary of V-42 east and longitude 83°30'00" W., on the north by latitude 43°16'00" N., and on the west by longitude 84°05'00" W.

Flippin, Ark.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Flippin Municipal Airport (latitude 36°17'30" N., longitude 92°35'30" W), within an 8-mile radius of the Twin Lakes Airport (latitude 36°22'00" N., longitude 92°28'00" W.), within 2 miles each side of the Flippin VOR 086° radial extending from the Flippin Municipal Airport 10-mile radius area to 8 miles E of the VOR, and within 2 miles each side of the Flippin VOR 175° radial extending from the Twin Lakes 8-mile radius area to 8 miles S of the VOR.

AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)

Florence, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Florence Municipal Airport (latitude 34°11'17" N., longitude 79°43'28" W.).

AMENDMENTS 4/30/70 35 F. R. 3755 (Rewritten)

Florida

That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Florida including the airspace within 3 nautical miles of and parallel to the shoreline of Florida; that airspace east of Jacksonville, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and a line extending from latitude 30°43'05" N., longitude 81°21'00" W., thence to latitude 30°44'00" N., longitude 81°18'10" W., thence clockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC, to and east along latitude 30°17'30" N., to longitude 81°01'30" W., thence to latitude 30°03'00" N., longitude 81°02'15" W., to latitude 29°54'00" N., longitude 81°02'15" W., to latitude 29°56'00" N., longitude 81°14'50" W.; that airspace east of Melbourne, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline, and the arc of a 25-mile radius circle centered on Patrick AFB, Cocoa, Fla. (latitude 28°14'05" N., longitude 80°36'35" W.); that airspace east of Palm Beach, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and the arc of a 30-mile radius circle centered on the Palm Beach VORTAC; that airspace east and south of Miami, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and the arc of a 50-mile radius circle centered on the Miami International Airport (latitude 25°47'35" N, longitude 80°17'10" W.); that airspace surrounding Key West, Fla., beginning at latitude 25°04'05" N., longitude 81°58'15" W., thence clockwise along the arc of a 35-mile radius circle centered on the Key West VORTAC to latitude 24°08'50" N., longitude 82°04'35" W., to latitude 24°13'00" N., longitude 82°02'30" W., to latitude 24°13'00" N., longitude 82°21'00" W., to latitude 24°25'00" N., longitude 82°32'00" W., to latitude 24°45'00" N., longitude 82°32'00" W., to latitude 24°45'00" N., longitude 81°56'50" W., to latitude 24°49'00" N., longitude 81°55'00" W., to point of beginning; that airspace northeast of Key West bounded on the west by B-19, on the south and east by V-35 and on the north by the arc of a 50-mile radius circle centered on the Miami International Airport; that airspace southwest of Fort Myers, Fla., bounded by a line 3 nautical miles from the shoreline and the arc of a 20-mile radius circle centered on the Fort Myers VORTAC; that airspace north, west, and south of Tampa, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and a line extending from latitude 26°30'00" N., and a point 3 nautical miles from the shoreline, thence west along latitude 26°30'00" N., to the east boundary of W-168, thence north and west along the boundary of W-168, to longitude 83°42'00" W., thence to the north boundary of Control 1226 at longitude 83°47'50" W., thence east along the north boundary of Control 1226, to and clockwise along the arc of a 42-mile radius circle centered on MacDill AFB (latitude 27°51'05" N., longitude 82°31'15" W.) to a point 3 nautical miles from the shoreline; that airspace south of Panama City, Fla., bounded by a line 3 nautical miles from the shoreline and a line extending from latitude 29°43'10" N., longitude 85°27'00" W., to latitude 30°04'00" N., longitude 85°56'00" W., to latitude 30°11'10" N., longitude 85°56'00" W.; that airspace south of Eglin AFB bounded by a line 3 nautical miles from the shoreline and a line extending from latitude 30°15'00" N., longitude 86°06'15" W., to latitude 30°10'30" N., longitude 86°07'30" W., to latitude 30°07'30" N., longitude 86°13'00" W., to latitude 30°07'30" N., longitude 86°24'00" W., to latitude 30°14'46" N., longitude 86°28'40" W., to latitude 30°06'00" N., longitude 86°29'50" W., to latitude 30°00'00" N., longitude 86°34'00" W., to latitude 30°00'00" N., longitude 86°44'00" W., to latitude 30°05'00" N., longitude 86°47'58" W., to latitude 30°09'20" N., longitude 86°47'58" W., to latitude 30°20'30" N., longitude 86°41'00" W.; that airspace south of Pensacola, Fla., bounded by a line 3 nautical miles from and parallel to the shoreline and a line extending from latitude 30°18'20" N., longitude 87°00'00" W., to latitude 29°54'00" N., longitude 87°15'17" W., thence clockwise along the arc of a 30-mile radius circle centered on NAS Pensacola LF REN, to latitude 30°02'50" N., longitude 87°42'20" W., to latitude 30°04'00" N., longitude 87°41'20" W., thence clockwise along the arc of a 30-mile radius circle centered on NAS Pensacola TACAN, to latitude 30°09'45" N., longitude 87°45'45" W., to latitude 30°11'20" N., longitude 87°44'15" W., thence along a line 3 nautical miles from and parallel to the shoreline to latitude 30°13'15" N., longitude 87°32'55" W.; that airspace southwest of Miami extending upward from 1,700 feet MSL bounded on the northeast by a line 3 nautical miles from and parallel to the shoreline, on the southeast by V-51, on the south by the arc of a 35-mile radius circle centered on the Key West VORTAC and on the west by V-225E; that airspace extending upward from 2,000 feet MSL; east of Jacksonville beginning at latitude 30°44'00" N., longitude 81°18'10" W., to latitude 30°45'15" N., longitude 80°58'50" W., to latitude 30°17'30" N., longitude 81°01'30" W., thence west along latitude 30°17'30" N., to and counterclockwise along the arc of a 25-mile radius circle centered on the Jacksonville VORTAC to point of beginning; that airspace south of Marathon, Fla., bounded on the north by V-35, on the east by longitude 80°25'00" W., on the south by latitude 24°20'00" N., and on the west by Control 1233; that airspace southwest of Fort Myers, Fla., bounded on the south by Control 1230, on the east by V-225, on the northeast by the arc of a 20-mile radius circle centered on the Fort Myers VORTAC, on the north by latitude 26°30'00" N., and on the west by W-168 and a line extending from latitude 26°10'00" N., longitude 82°17'00" W., to the north boundary of Control 1230 at longitude 82°15'00" W.; that airspace northwest of Tampa bounded on the east by V-35W, on the southwest and northwest by V-97E; that airspace west of Tampa extending upward from 4,700 feet MSL bounded on the northeast by V-97 and V-97W, on the southeast by the arc of a 42-mile radius circle centered on MacDill AFB, on the south by Control 1226, on the northwest by the Cross City VOR 212° radial from the southwest boundary of V-97 to the St. Petersburg VORTAC 280° radial, then west along this radial to Control 1226, excluding: That portion within W-151 east of the INT of the north boundary of Control 1226, and the St. Petersburg VORTAC 280° radial; that portion within R-2909; that portion southeast of a line extending from latitude 29°43'35" N., longitude 84°39'00" W., to latitude 29°47'00" N., longitude 84°40'00" W., to latitude 29°52'30" N., longitude 84°34'40" W., thence to the west boundary of V-7W at latitude 29°52'30" N.

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.

AMENDMENTS 9/17/70 35 F. R. 11900 (Rewritten)

Fort Bridger, Wyo.
That airspace extending upward from 700 feet above the surface within a 5-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 224° radial extending from the 5-mile radius area to 12 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6 miles southeast and 9 miles northwest of the Fort Bridger VORTAC 044° and 224° radials, extending from 19 miles southwest to 8 miles northeast of the VORTAC

AMENDMENTS 5/28/70 35 F. R. 5912 (Rewritten)

Fort Collins, Colo.
That airspace extending upward from 700 feet above the surface within 9.5 miles east and 5 miles west of the 173° and 353° bearings from the Fort Collins-Loveland RBN (latitude 40°26'49" N., longitude 105°00'22" W.) extending from 6.5 miles north to 18.5 miles south of the RBN.

AMENDMENTS 1/8/70 34 F. R. 18379 (Added)

Fort Dodge, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'10" W.); that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of Fort Dodge VOR, extending from the Fort Dodge VOR 261° radial clockwise to the Fort Dodge VOR 055° radial; within a 25-mile radius of Fort Dodge VOR, extending from the Fort Dodge VOR 055° radial clockwise to the Fort Dodge VOR 261° radial; within 4½ miles southwest and 9½ miles northeast of the Fort Dodge VOR 127° radial, extending from the 25-mile radius area to 32 miles southeast of the VOR; and within 4½ miles northeast and 9½ miles southwest of the Fort Dodge VOR 307° radial, extending from the 14-mile radius area to 18½ miles northwest of the VOR; and that airspace extending upward from 3,500 feet MSL south and east of Fort Dodge bounded on the north by V-100, on the east by V-13, on the south by V-172 and on the northwest by V-138.

AMENDMENTS 1/8/70 34 F. R. 18850 (Rewritten)

Fort Huachuca, Ariz.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Airz. (latitude 31°35'00" N., longitude 110°20'30" W.), within 2 miles each side of the 114° bearing from the Libby AAF RBN, extending from the 6-mile radius area to 15 miles SE of the RBN, and within 2 miles each side of the Libby AAF VOR 121° radial, extending from the 6-mile radius area to 15 miles SE of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the N by the Tucson, Ariz., transition area, on the NE by the SW edge of V-66, on the E by longitude 109°44'00" W., on the S by a line beginning at latitude 31°25'00" N., longitude 109°44'00" W., thence to latitude 31°25'00" N., longitude 110°-07'00" W., thence to latitude 31°23'00" N., longitude 110°07'00" W., thence to latitude 31°23'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°12'00" W., thence to latitude 31°25'00" N., longitude 110°30'00" W., and on the W by longitude 110°30'00" W.

Fort Jones, Calif.
That airspace extending upward from 9,500 feet MSL bounded on the NE by V-23 and V-23W, on the S by latitude 41°19'00" N., and on the W by longitude 123°01'00" W.

Fort Leonard Wood, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.); 8 miles northeast and 5 miles southwest of the Forney AAF VOR 152° and 323° radials, extending from the VOR to 12 miles southeast and northwest of the VOR; and within 8 miles northeast and 5 miles southwest of the 146° bearing from Forney AAF RBN, extending from the RBN to 12 miles southeast of the RBN; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the following direct radials: Maples, Mo., VORTAC to Forney AAF VOR; Maples VORTAC to Forney AAF RBN; Vichy, Mo., VORTAC to Forney AAF VOR; and Vichy VORTAC to Forney AAF RBN; and within 5 miles each side of the Forney AAF VOR 086° radial and the Forney AAF RBN 080° bearing extending from the VOR and the RBN to V-72, excluding the portions which overlie the Vichy and Maples, Mo., transition areas.

PENDING AMENDMENT
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; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the following direct radials: Maples, Mo., VORTAC to Forney AAF VOR; Maples VORTAC to Forney AAF RBN; Vichy, Mo., VORTAC to Forney AAF VOR; and Vichy VORTAC to Forney AAF RBN; and within 5 miles each side of the Forney AAF VOR 086° radial and the Forney AAF RBN 080° bearing extending from the VOR and the RBN to V-72, excluding the portions which overlie the Vichy and Maples, Mo., transition areas.

AMENDMENTS 2/4/71 35 F. R. 18192 (Rewritten)

Fort Madison, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Madison Municipal Airport (latitude 40°39'30" N., longitude 91°19'30" W.); and within 2 miles each side of the Burlington, Iowa VORTAC 258° radial, extending from the 5-mile radius area to 12 miles west of the VORTAC excluding the portion which overlies the Burlington, Iowa, transition area.

Fort Myers, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Page Field (latitude 26°35'10" N., longitude 81°51'50" W.); within 2 miles each side of the Fort Myers VORTAC 213° radial, extending from the 8-mile radius area to 9 miles southwest of the VORTAC; within 2 miles each side of the 219° bearing from Fort Myers RBN, extending from the 8-mile radius area to 8 miles southwest of the RBN.

Fort Polk, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 10 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 8 miles NW of the north fan marker.

Fort Rucker, Ala.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 31°38'00" N., longitude 86°23'30" W.; thence northeast via V-70 to V-7; thence south via V-7 to V-241; thence southwest via V-241 to and clockwise along the arc of a 5-mile radius circle centered at latitude 31°03'00" N., longitude 86°19'33" W.; to latitude 31°03'00" N., longitude 86°24'30" W.; to the point of beginning.

Fort Scott, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Scott Municipal Airport (latitude 37°47'45" N., longitude 94°46'10" W.); and within 2 miles each side of the 348° bearing from Fort Scott Municipal Airport, extending from the 5-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the 348° bearing from Fort Scott Municipal Airport, extending from the airport to 12 miles north of the airport.

Fort Smith, Ark.
That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'05" W.), within an 11.5-mile radius of the Fort Smith VORTAC extending clockwise from the 078° to the 155° radials of the VORTAC, within 6 miles northwest and 5 miles southeast of the Fort Smith VORTAC 053° radial extending from the 12.5 and 11.5-mile radius areas to 12 miles northeast of the VORTAC, within 2 miles each side of the Fort Smith VORTAC 239° radial extending from the 12.5-mile radius area to 20 miles southwest of the VORTAC, and within 2 miles each side of the Fort Smith ILS localizer west course extending from the 12.5-mile radius area to 8 miles west of the Peno Bottoms RBN (latitude 35°19'21" N., longitude 94°28'28" W.).

AMENDMENTS 9/17/70 35 F. R. 11900 (Changed); 11/12/70 35 F. R. 14651 (Changed)

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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed); 9/17/70 35 F. R. 11901 (Rewritten);
AMENDMENTS 11/17/70 35 F. R. 18190 (Changed)

Fortuna, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Fortuna VOR 327° radial, extending from the VOR to 8 miles NW of the VOR; and within 2 miles NE and 4.5 miles SW of the Fortuna VOR 147° radial, extending from the VOR to 3.5 miles SE of the VOR .

Fort Wayne, Ind.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Baer Field (latitude 40°58'50" N., longitude 85°11'25" W.); and that airspace extending upward from 1200 feet above the surface within the area bounded by a line beginning at latitude 41°45'40" N., longitude 84°50'00" W., to latitude 41°48'10" N., longitude 84°50'00" W., to latitude 41°48'00" N., longitude 84°46'00" W., to latitude 41°44'00" N., longitude 84°28'00" W., to latitude 41°32'00" N., longitude 84°31'00" W., to latitude 41°21'00" N., longitude 84°40'00" W., to latitude 40°46'00" N., longitude 84°40'00" W., to latitude 40°31'30" N., longitude 84°48'15" W., thence along the Indiana State boundary to the point of beginning.

AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)
PENDING AMENDMENT
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; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°45'40" N., longitude 84°50'00" W.; to latitude 41°48'10" N., longitude 84°50'00" W., to latitude 41°48'00" N., longitude 84°46'00" W., to latitude 41°44'00" N., longitude 84°28'00"W., to latitude 41°32'00" N., longitude 84°31'00" W., to latitude 41°21'00" N., longitude 84°40'00" W., to latitude 40°46'00" N., longitude 84°40'00" W., to latitude 40°31'30" N., longitude 84°48'15" W., thence along the Indiana State boundary to the point of beginning.

AMENDMENTS 2/4/71 35 F. R. 18508 (Rewritten)

Fort Yukon, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'15" N., longitude 145°15'10" W.), and within 2 miles either side of the 062° bearing from the Fort Yukon RBN extending from the 5-mile radius area to 8 miles NE of the RBN.

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

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 001° radial, extending from the 7-mile radius area to 11.5 miles north of the VOR and within 3.5 miles each side of the 102° bearing from the Franklin, Pa., RBN (41°21'51" N., 79°46'10" W.), extending from the 7-mile radius area to 11.5 miles east of the RBN.

AMENDMENTS 12/10/70 35 F. R. 16591 (Rewritten)

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; and within 3.5 miles each side of the 083° bearing from 36°42'07" N., 76°53'20" W., extending from this point to 11.5 miles east.

AMENDMENTS 4/30/70 35 F. R. 4700 (Rewritten)

Frederick, Md.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 39°24'50" N., 77°22'35" W., of Frederick Municipal Airport, Frederick Md.; within 3.5 miles each side of the Frederick VOR 032° radial, extending from the 5-mile radius area to 11.5 miles northeast of the VOR; within 2 miles each side of the Runway 19 centerline extended from the 5-mile radius area to 6 miles south of the end of the runway and within 2 miles each side of the Frederick VOR 075° radial, extending from the 5-mile radius area to 7 miles east of the VOR.

AMENDMENTS 3/5/70 35 F. R. 804 (Rewritten); 6/24/70 35 F. R. 10287 (Changed)

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.

AMENDMENTS 4/30/70 35 F. R. 3879 (Rewritten)

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 a 4-mile radius of Fremont Airport, Fremont, Michigan (latitude 43°26'30" N., longitude 85°59'30" W.) and within 2 miles each side of the White Cloud, Michigan, VOR 236° radial, extending from the 4-mile radius area to 23 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles NW, and 5 miles SE of the White Cloud VOR 236° radial, extending from 5 miles SW of the VOR to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W) excluding the portion within the White Cloud, Michigan, transition area.

Fremont, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Fremont Municipal Airport (latitude 41°26'55" N., longitude 96°30'50" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 334° bearing from Fremont Municipal Airport, extending from the airport to 18½ miles northwest of the airport.

AMENDMENTS 6/25/70 35 F. R. 7175 (Added)

Fremont, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center of Progress Field, Fremont, Ohio, 41°19'59" N., 83°09'46" W. and within 2 miles each side of the Fremont radio beacon 198° bearing extending from the 4-mile radius area for 4 miles.

Fresno, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius area to the VORTAC, excluding the portion within the arc of a 5-mile radius circle centered on the Fresno Air Terminal, and the portion NE of a line 2 miles SW of and parallel to the Fresno VORTAC 143° radial, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to the VORTAC; within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 13 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 119°30'00" W., to latitude 36°00'00" N., longitude 118°45'00" W., to latitude 36°56'00" N., longitude 119°20'00" W., to latitude 37°04'30" N., longitude 118°59'00" W., to latitude 37°29'00" N., longitude 119°15'00" W., to latitude 37°02'00" N., longitude 120°18'00" W., to latitude 36°37'00" N., longitude 119°56'00" W., thence E along latitude 36°37'00" N., to the W boundary of V-23; thence along the W boundary of V-23 to longitude 119°30'00" W.; thence S along longitude 119°30'00" W. to the point of beginning.

Fulton, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 43° 21' 05" N., 76°23'20" W. of Oswego County Airport, Fulton, N. Y.

AMENDMENTS 11/12/70 35 F. R. 14449 (Rewritten)

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.).

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Gainesville, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gainesville Municipal Airport (latitude 29°41'22" N., longitude 82°16'28" W.); excluding that airspace within a 1-mile radius of Stengel Field Airport (latitude 29°37'30" N., longitude 82°22'35" W.).

Gainesville, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gainesville Municipal Airport (latitude 34°16'23" N., longitude 83°49'45" W.); within 2 miles each side of the 216° bearing from the Gainesville, Ga., RBN (latitude 34°16'29.99" N., longitude 83°49'55.58" W.), extending from the 6-mile radius area to 8 miles southwest of the RBN.

Gaithersburg, Md.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°09'54" N., 77°09'39" W. of Montgomery County Airport, Gaithersburg, Md., and within 2 miles each side of the Gaithersburg RBN 008° bearing extending from the 5-mile radius area to 8 miles north of the RBN.

Galena, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galena VORTAC 089° radial extending from the control zone extension east boundary to 12 miles E of the VORTAC; within 2 miles S and 5 miles N of the Galena VORTAC 269° radial extending from the control zone boundary to 19 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 28-mile radius of the Galena VORTAC; within a 40-mile radius of the Galena VORTAC extending from the 240° radial clockwise to the 298° radial and extending from the 28-mile radius area to 40 miles W of the VORTAC; and within a 35-mile radius of the Galena VORTAC extending from the 089° radial clockwise to the 119° radial and extending from the 28-mile radius area to 35 miles E of the VORTAC.

Galesburg, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Galesburg, Ill., Municipal Airport (latitude 40°56'24" N., longitude 90°25'46" W.); within 5 miles E and 8 miles W of the Galesburg VOR 019° radial extending from the VOR to 12 miles N of the VOR; and within 5 miles NW and 8 miles SE of the Galesburg VOR 214° radial extending from the VOR to 12 miles SW of the VOR.

Galeton, Pa.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°39'50" N., 77°49'15" W., of Cherry Springs Airport, Galeton, Pa., and within 2 miles each side of the Slate Run, Pa., VOR 037° radial extending from the 5.5-mile radius area to the VOR. This transition area shall be in effect from sunrise to sunset, daily.

Gallup, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.); within 2 miles each side of the Gallup VOR 232° radial, extending from the 8-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 35°47'30" N., longitude 108°34'00" W.; to latitude 35°25'00" N., longitude 108°38'30" W.; to latitude 35°15'00" N., longitude 109°00'00" W.; to latitude 35°25'00" N., longitude 109°07'00" W.; to latitude 35°52'00" N., longitude 108°47'00" W.; to point of beginning, excluding the portion within the State of New Mexico.

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Garden City, Kans.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Garden City Airport (latitude 37°56'09" N., longitude 100°43'47" W.), within 5 miles E and 8 miles W of the Garden City VORTAC 004° and 184° radials, extending from 7 miles S to 13 miles N of the VORTAC, and within 2 miles each side of the Garden City VORTAC 171° radial, extending from the 6-mile radius area to 9 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Garden City VORTAC and within 5 miles NE and 8 miles SW of the 324° bearing from the Garden City RBN, extending from the 15-mile radius area to 13 miles NW of the RBN.

Gaylord, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Otsego County Airport (latitude 45°00'50" N., longitude 84°41'45" W.) and that airspace extending upward from 1,200 feet above the surface within 9½ miles north and 4½ miles south of the 085° bearing from the Otsego County Airport; extending from the airport to 18½ miles east of the airport and within 5 miles each side of the 265° bearing from the Otsego County Airport extending from the airport to 12 miles west of the airport; that airspace extending upward from 5,000 feet MSL within the area east of Gaylord bounded on the northeast by V-45 on the southeast by V-45W and on the west by V-297; and within the area west and north of Gaylord bounded on the east by V-297 on the south by V-430 and on the northwest by V-193.

AMENDMENTS 12/10/70 35 F. R. 15906 (Rewritten)

Georgetown, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Gerogetown Municipal Airport (latitude 30°40'47" N., longitude 97°40'52" W.).

AMENDMENTS 2/5/70 34 F. R. 19545 (Added)

FEDERAL REGISTER

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PART II

Section 2

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

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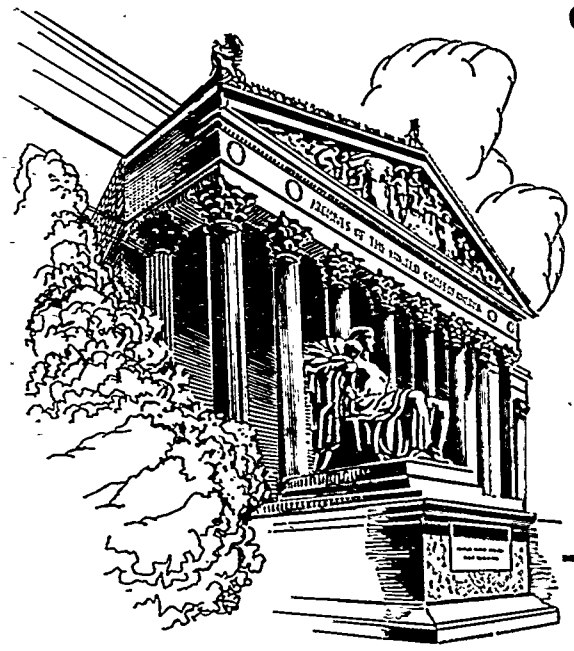
14 CFR Parts 71, 73, 75
Compilation of Regulations



THE NATIONAL ARCHIVES OF THE UNITED STATES
1934

Georgia
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Georgia including the offshore airspace within 3 nautical miles from the parallel to the shoreline of Georgia and including the additional airspace outside the United States southeast of Savannah bounded by a line beginning at latitude 32°03'25" N., longitude 80°46'30" W.; to latitude 32°00'00" N., longitude 80°33'00" W.; to latitude 31°30'00" N., longitude 80°51'05" W.; to latitude 31°30'00" N., longitude 80°47'30" W.; to latitude 31°11'30" N., longitude 81°01'10" W.; to latitude 30°44'00" N., longitude 81°18'10" W.; to latitude 30°43'05" N., longitude 81°21'00" W.; thence north via a line 3 nautical miles from and parallel to the shoreline to the point of beginning, and including the airspace extending upward from 2,000 feet MSL southeast of Brunswick bounded by a line beginning at latitude 31°11'30" N., longitude 81°01'10" W.; to latitude 30°45'15" N., longitude 80°58'50" W.; to latitude 30°44'00" N., longitude 81°18'10" W.; thence northeast to point of beginning, excluding the portion within R-6004.

AMENDMENTS 6/19/70 35 F. R. 10505 (Changed); 11/14/70 35 F. R. 17536 (Changed)

Gillette, Wyo.
That airspace extending upward from 700 feet above the surface within 6 miles east and 9.5 miles west of the Gillette VOR (latitude 44°20'52" N., longitude 105°32'34" W.) 176° and 356° radials, extending from 8 miles south to 18.5 miles north of the VOR. That airspace extending upward from 1,200 feet above the surface within 5 miles each side of a direct line between the Crazy Woman VORTAC and the Gillette VOR.

AMENDMENTS 3/5/70 35 F. R. 942 (Added)

Glasgow, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Glasgow International Airport (latitude 48°12'50" N., longitude 106°37'10" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the Glasgow VOR 327° radial, extending from the VOR to 18½ miles northwest of the VOR; within 4 miles east and 9½ miles west of the 342° bearing from Glasgow International Airport, extending from the airport to 18½ miles north of the airport; within 4½ miles southwest and 9½ miles northeast of the Glasgow VOR 127° radial, extending from the VOR to 18½ miles southeast of the VOR; and within 4½ miles south and 9½ miles north of the 112° bearing from Glasgow International Airport, extending from the airport to 18½ miles east of the airport.

AMENDMENTS 7/23/70 35 F. R. 8211 (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.

AMENDMENTS 1/8/70 34 F. R. 17511 (Rewritten)

Glens Falls, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°20'32" N., 73°36'35" W. of Warren County Airport, Glens Falls, N. Y. and within 2 miles each side of the Glens Falls VOR 172° radial extending from the 7-mile radius area to 15 miles south of the VOR; within 2 miles each side of the centerline of Runway 30 extended from the 7-mile radius area to 14 miles west of the end of the runway; and within 2 miles each side of the centerline of Runway 1 extended from the 7-mile radius area to 13.5 miles north of the end of the runway.

Gloucester, Mass.
That airspace east of Gloucester extending upward from 11,000 feet MSL bounded by Contol 1141, Control 1142, and Control 1143. This transition area is effective from 0000 to 0600 and 1801 through 2359 hours, local time, Monday through Friday and continuous on Saturday and Sunday.

Gloucester, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°23'45" N., 76°31'50" W. of the Gloucester Airport, Gloucester, Va.; and within 2 miles each side of the 110° radial of the Harcum, Va., VOR, extending from the 5-mile radius area to the VOR, excluding the portion within the West Point, Va., transition area.

Goldsboro, N. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Seymour-Johnson AFB (latitude 35°20'20" N., longitude 77°57'50" W.); within 2 miles each side of Seymour Johnson TACAN 073° radial, extending from the 9-mile radius area to 8 miles east of the TACAN; within 2.5 miles each side of Seymour Johnson TACAN 253° radial, extending from the 9-mile radius area to 21 miles west of the TACAN; 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 LOM; within a 6.5-mile radius of Goldsboro-Wayne Municipal Airport (latitude 35°27'30" N., longitude 77°58'00" W.).

AMENDMENTS 4/30/70 35 F. R. 3881 (Rewritten); 8/20/70 35 F. R. 10107 (Rewritten)

Goodland, Kans
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Renner Field (latitude 39°21'45" N., longitude 101°42'00" W.); and within 2 miles each side of the Goodland VORTAC 022° radial, extending from the 6-mile radius to 8 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Goodland VORTAC 022° radial extending from the VORTAC to 13 miles N of the VORTAC, and within 5 miles E and 8 miles W of the Goodland VORTAC 352° and 172° radials, extending from 2 miles S of the VORTAC to 12 miles N of the VORTAC.

PENDING AMENDMENT
Goodland, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Renner Field-Goodland Municipal Airport (latitude 39°22'10" N., longitude 101°41'55" W.); within 3 miles each side of the 320° bearing from Renner Field-Goodland Municipal Airport, extending from the 7-mile radius area to 8 miles northwest of the airport; within 3 miles each side of the 125° bearing from Renner Field-Goodland Municipal Airport, extending from the 7-mile radius area to 8 miles southeast of the airport; and within 5 miles each side of the Goodland VORTAC 163° radial, extending from the 7-mile radius area to 18½ miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 23½-mile radius of the Goodland VORTAC, extending from the Goodland VORTAC 096° radial clockwise to the Goodland VORTAC 249° radial; 4½ miles northeast and 9½ miles southwest of the 320° bearing from Renner Field-Goodland Municipal Airport, extending from the airport to 18½ miles northwest of the airport; and within 4½ miles west and 9½ miles east of the Goodland VORTAC 163° radial, extending from the 23½-mile radius area to 25½ miles south of the VORTAC.

AMENDMENTS 2/4/71 35 F. R. 18192 (Rewritten)

Gordonsville, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 38°09'20" N., 78°10'15" W., of Gordonsville Municipal Airport, Gordonsville, Va.; within 2 miles each side of the Gordonsville VOR 356° radial extending from the 5-mile radius area to the VOR.

Gorman, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 118°45' 00" W, on the S by Lat. 34°30'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 35°05'00" N.

Goshen, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Goshen, Ind., Airport (latitude 41°31'43" N., longitude 85°47'48" W.), and within 2 miles each side of the Goshen, Ind., VORTAC 090° radial extending from the 5-mile radius area to the VORTAC.

Graham, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Graham Municipal Airport (latitude 33°06'20" N., longitude 98°33'10" W.), and within 2 miles each side of the 014° bearing from the Graham 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 6½-mile radius of the East Kansas City Airport (latitude 39°00'55" N., longitude 94°12'45" W.); and within 5 miles each side of the 312° radial of the Blue Springs, Mo., VORTAC extending from the 6½-mile radius area to 8 miles northwest of the VORTAC, excluding the portion which overlies the Kansas City, Mo., 700-foot floor transition area.

AMENDMENTS 6/25/70 35 F. R. 7176 (Added)

Grand Canyon, Ariz. (Grand Canyon National Park Airport)
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Grand Canyon National Park Airport (latitude 35°57'16" N., longitude 112°08'37" W.), and within 2 miles each side of the Grand Canyon VOR 211° radial extending from the 3-mile radius area to 8 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 112°27'00" W., to latitude 36°05'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°27'00" W., thence to point of beginning; and that airspace within 5 miles each side of a direct line between the Grand Canyon, Ariz., VOR and Boulder City, Nev., VORTAC extending from the Grand Canyon VOR to 21 miles west of the VOR.

Grand Forks, N. Dak.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.), within 5 miles W and 8 miles E of the Grand Forks VORTAC 173° radial, extending from the 8-mile radius area to 12 miles S of the VORTAC, and within a 10-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.); and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Grand Forks AFB, and within a 29-mile radius of Red River VOR, extending clockwise from a line 5 miles E of and parallel to the Red River VOR 180° radial to a line 5 miles W of and parallel to the Red River VOR 209° radial.

Grand Island, Nebr.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Grand Island Municipal Airport (latitude 40°58'05" N., longitude 98°18'20" W.); within 5 miles east and 8 miles west of the Grand Island VORTAC 360° radial, extending from the 9-mile radius area to 12 miles north of the VORTAC; and within 5 miles northeast and 8 miles southwest of the Grand Island VORTAC 304° radial, extending from the 9-mile radius area to 12 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the arc of a 17-mile radius circle centered on the Grand Island VORTAC, extending from the Grand Island VORTAC 273° radial clockwise to the Grand Island VORTAC 084° radial; within the arc of a 27-mile radius circle centered on the Grand Island VORTAC, extending from the Grand Island VORTAC 084° radial clockwise to the Grand Island VORTAC 273° radial; and within 5 miles east and 8 miles west of the Grand Island VORTAC 360° radial, extending from the 17-mile radius area to the south edge of V-172, excluding the portion which overlies the Hastings, Nebr., transition area.

Grand Isle, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Isle seaplane base (latitude 29° 15' 45" N., longitude 89° 57' 40" W.), and within 2 miles each side of the Grand Isle RBN 052° bearing, extending from the 5-mile radius area to the RBN; within 2 miles each side of the Grand Isle VORTAC 052° radial extending from the 5-mile radius area to the VORTAC, and within 2 miles each side of the Grand Isle VORTAC 050° radial extending from the 5-mile radius area to 20 miles northeast of the VORTAC.

Grand Junction, Colo.
That airspace extending upward from 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 6-mile radius of Devils Track Airport (latitude 47°49'35" N., longitude 90°22'45" W.); and within 2 miles each side of the 103° bearing from Devils Track Airport, extending from the 6-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles south and 5 miles north of the 103° bearing from Devils Track Airport, extending from the airport to 12 miles east of the airport; and within 5 miles each side of the 273° bearing from Devils Track Airport, extending from the airport to 12 miles west of the airport.

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; and that airspace extending upward from 1,200 feet above the surface bounded on the north by a line 6 miles north of and parallel to the centerline of V-216 east of the Muskegon, Mich., VORTAC and on the west, south, and east by the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); and a line beginning at latitude 42°54'35" N., longitude 86°13'00" W., extending to latitude 42°45'25" N., longitude 86°23'40" W.; to latitude 42°35'00" N., longitude 86°17'30" W.; to latitude 42°35'00" N., longitude 86°00'00" W.; to latitude 42°38'00" N., longitude 86°00'00" W.; to latitude 42°38'00" N., longitude 85°15'00" W.; to latitude 43°16'00" N., longitude 85°15'00" W.; to latitude 43°16'00" N., longitude 85°02'00" W.; to latitude 43°27'00" N., longitude 85°02'00" W.

AMENDMENTS 12/10/70 35 F. R. 15905 (Rewritten)

Grand Rapids, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'35" W.), and within 2 miles each side of the Grand Rapids VOR 160° radial, extending from the VOR to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles east and 5 miles west of the Grand Rapids VOR 160° radial, extending from the VOR to 12 miles south of the VOR.

Grandview, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Richards-Gebaur AFB (latitude 38°50'50" N., longitude 94°33'20" W.); within a 6-mile radius of Johnson County Airport (latitude 38°51'00" N., longitude 94°44'15" W.); and within 3 miles each side of the 183° bearing from Johnson County Airport, extending from the 6-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within the area bounded on the south by latitude 38°00'00" N., on the west by the east edge of V-12; on the north by the arc of a 10-mile radius circle centered on the Kansas City, Mo., Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.); and on the east by the west edge of V-159, excluding the portion which overlies the Emporia and Wichita, Kans., transition areas.

AMENDMENTS 2/9/70 35 F. R. 3029 (Rewritten); Corr: 35 F. R. 4947
AMENDMENTS 10/15/70 35 F. R. 12752 (Rewritten)

Grantsburg, Wis.
That airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the Grantsburg VOR 018° and 198° radials, extending from 7 miles S to 13 miles N of the VOR.

Great Barrington, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°11'05" N., 73°24'15" W., of Great Barrington Airport, Great Barrington, Mass.; within 2 miles each side of the Runway 5 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the Runway 11 centerline extended from the 5-mile radius area to 13 miles east of the end of the runway; within 2 miles each side of the Runway 23 centerline extended from the 5-mile radius area to 12 miles southwest of the end of the runway; within 2 miles each side of the Runway 29 centerline extended from the 5-mile radius area to 6 miles west of the end of the runway and within 5 miles east and 8 miles west of the 152° bearing from Great Barrington, Mass., RBN 42°10'58" N., 73°24'17" W., extending from the RBN to 12 miles southeast of the RBN.

Great Bend, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Great Bend Municipal Airport (latitude 38°20'50" N., longitude 98°51'47" W.); and within 2 miles each side of the 301° bearing from Great Bend Municipal Airport, extending from the 7-mile radius area to 10 miles NW of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles NE and 8 miles SW of the 301° bearing from Great Bend Municipal Airport, extending from the airport to 14 miles NW of the airport.

Great Bend, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 44°03'25" N., 75°43'15" W., of Wheeler-Sack AAF, N. Y.; within 2 miles each side of the Wheeler-Sack AAF runway 15 centerline, extended from the 5-mile radius area to 5 miles southeast of the end of the runway; within 2 miles each side of the Wheeler-Sack AAF runway 21 centerline, extended from the 5-mile radius area to 7.5 miles south of the end of the runway; within 3 miles each side of the Watertown, N. Y., VOR 069° radial, extending from the 5-mile radius area to the VOR.
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°51'30" N., 75°40'00" W., to 43°59'30" N., 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 area.

AMENDMENTS 8/20/70 35 F. R. 11016 (Added)

Great Falls, Montana
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Malmstrom AFB (latitude 47°30'25" N., longitude 111°11'05" W.); and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of Malmstrom AFB; within 12 miles north and 8 miles south of the Great Falls VOR 074° radial, extending from the 40-mile radius area to 61 miles east of the VOR; and within 12 miles south and 8 miles north of the Great Falls VOR 272° radial extending from the 40-mile radius area to 56 miles west of the VOR.

Greeley, Colo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Weld County Airport (latitude 40°25'35" N., longitude 104°37'45" W.) and within 3.5 miles each side of the Gill VOR 038° and 218° radials extending from the 6-mile radius area to 11 miles northeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 10 miles northwest and 7 miles southeast of the Gill VOR 038° and 218° radials, extending from 20 miles northeast to 13 miles southwest of the VOR.

Green Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'15" N., longitude 88°07'45" W.); within 2 miles each side of the Green Bay VORTAC 326° radial, extending from the 6-mile radius area to 8 miles northwest of the VORTAC; and within 2 miles each side of the Green Bay ILS localizer southwest and northeast courses, extending from 11 miles southwest to 21 miles northeast of the OM.

PENDING AMENDMENT
Greeneville, Tenn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Greeneville Municipal Airport (lat. 36°11'30" N., long. 82°49'01" W.); within 9.5 miles southeast and 4.5 miles northwest of the 038° bearing from Greene County RBN (lat. 36°11'26" N., long. 82°48'50" W.), extending from the RBN to 18.5 miles northeast of the RBN; excluding the portion within the Tri-City, Tennessee transition area.

AMENDMENTS 2/4/71 35 F. R. 19171 (Added)

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°56'34" W.); within 3 miles each side of Greensboro VORTAC 035° radial, extending from the 8.5-mile radius area to 20 miles northeast of the VORTAC; within 3 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.

AMENDMENTS 4/30/70 35 F. R. 3880 (Rewritten)

Greenville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Greenville, Ill., Airport (latitude 38°50'10" N., longitude 89°22'40" W.) and within 2 miles each side of the 348° bearing from Greenville Airport, extending from the 5-mile radius area to 8 miles north of the airport.

Greenville, Miss.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenville Municipal Airport (latitude 33°29'05" N., longitude 90°59'20" W.); within 3 miles each side of the Greenville VOR 358° radial, extending from the 8.5-mile radius area to 8.5 miles north of the VOR.

AMENDMENTS 1/8/70 34 F. R. 17510 (Rewritten)
AMENDMENTS 9/17/70 35 F. R. 11900 (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 Greenville RBN (latitude 35°42'32" N., longitude 77°22'03" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

AMENDMENTS 2/5/70 34 F. R. 19026 (Rewritten)

Greenville, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenville Municipal Downtown Airport (lat. 34°50'54" N., long. 82°21'01" W.); within an 8.5-mile radius of Donaldson Center Airport (lat. 34°45'17" N., long. 82°22'30" 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.

AMENDMENTS 11/12/70 35 F. R. 14076 (Rewritten)

Greenville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Majors Airport (latitude 33°04'00" N., longitude 96°03'45" W.); and within 2 miles each side of the Majors VOR 188° radial, extending from the 7-mile radius area to 8 miles S of the VOR.

Greenwood, Miss.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Greenwood-Leflore Airport (latitude 33°29'30" N., longitude 90°04'50" W.); within 1.5 miles each side of the Greenwood VORTAC 081° radial, extending from the 10-mile radius area to the VORTAC.

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.).

AMENDMENTS 5/28/70 35 F. R. 8530 (Rewritten)

Griffith, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffith, Ind., Airport (latitude 41°31'10" N., longitude 87°23'55" W.), and within 2 miles each side of the Chicago Heights, Ill., VORTAC 089° radial extending from the 5-mile radius area to the VORTAC, excluding the airspace within the Chicago, Ill., transition area.

Groton, Conn.
That airspace extending upwards from 700 feet above the surface within the area bounded by a line beginning at 41°10'30" N., 72°00'00" W. to 41°12'00" N., 72°10'00" W. to 41°18'00" N., 72°14'00" W. to 41°27'00" N., 72°09'00" W. to 41°25'00" N., 71°42'00" W. to 41°18'00" N., 71°42'00" W. to 41°16'00" N., 71°49'00" W. to 41°13'00" N., 71°48'00" W. to point of beginning.

Guam Island
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 13°46'35" N. longitude 144°51'15" E., thence clockwise along the arc of a 12-nmi radius circle centered on Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.), to latitude 13°23'50" N., longitude 145°01'00" E., thence to latitude 13°08'45" N., longitude 144°29'20" E., thence to latitude 13°29'45" N., longitude 144°18'30" E., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Agana VOR, excluding the portion within R-7201 and W-517.

Guard Island, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles northwest and 8 miles southeast of the 247° and the 067° bearings from the Guard Island RBN extending from 7 miles northeast to 13 miles southwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 9 miles southwest of the 150° and 330° bearings from the Guard Island RBN extending from 8 miles southeast to 19 miles northwest of the RBN.

Gulfport, Miss.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Gulfport Municipal Airport (latitude 30°24'27.5" N., longitude 89°04'05" W.); within 9.5 miles southwest and 4.5 miles northeast of Gulfport VORTAC 325° radial, extending from the VORTAC to 18.5 miles northwest; within an 8.5-mile radius of Keesler AFB
(latitude 30°24'39.2" N., longitude 88°55'25.9" W.); within 3 miles each side of the 036° bearing from Keesler RBN, extending from the 8.5-mile radius area to 8.5 miles northeast of the RBN; within 2 miles each side of Keesler TACAN 045° radial, extending from the 8.5-mile radius area to 13 miles northeast of the TACAN; within 2 miles each side of Keesler TACAN 205° radial, extending from the 8.5-mile radius area to 13 miles southwest of the TACAN.

AMENDMENTS 2/5/70 34 F. R. 19245 (Changed); 3/5/70 35 F. R. 6 (Changed)
AMENDMENTS 8/20/70 35 F. R. 8926 (Changed)

Gulkana, Alaska
That airspace extending upward from 1,200 feet above the surface within 7 miles east and 10 miles west of the Gulkana TACAN 350° and 170° radials extending from 18 miles north to 25 miles south of the TACAN.

Gunnison, Colo.
That airspace extending upward from 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.

AMENDMENTS 3/5/70 35 F. R. 942 (Rewritten)

Gustavus, Alaska
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sisters Island, Alaska, VOR; and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 19 miles NE of the 145° and 325° bearings from the Gustavus RR, extending from 16 miles NW to 48 miles SE of the RR.

Guthrie, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of latitude 33°38'25" N., longitude 100°20'50" W., and within 2 miles each side of the Guthrie VOR 182° radial extending from the 6-mile radius area to the VOR.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

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.

AMENDMENTS 6/25/70 35 F. R. 6749 (Rewritten)
AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Hagerstown, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°42'30" N., 77°43'45" W., of Hagerstown Airport, Hagerstown, Md.; and within 2 miles each side of the Hagerstown VOR 239° radial extending from the 7-mile radius area to 8 miles SW of the VOR.

Hamilton, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 39°21'58" N., 84°31'30" W. of Hamilton Airport, Hamilton, Ohio; and within 2 miles north and 5 miles south of a 279° bearing from the Hamilton RBN extending from the 7-mile radius area to 8 miles west of the RBN excluding the portions within the Cincinnati, Ohio and Middletown, Ohio, transition areas.

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.).

AMENDMENTS 5/28/70 35 F. R. 5216 (Added); Corr: 35 F. R. 6749

Hanksville, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the Hanksville VORTAC 241° and 061° radials, extending from 9 miles NE to 20 miles SW of the VORTAC, excluding the airspace within Federal airways.

Harlan, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Harlan Municipal Airport (latitude 41°35'15" N., longitude 95°20'15" W.); and within 5 miles each side of the Neola, Iowa, VORTAC 064° radial, extending from the 7-mile radius area to 8 miles northeast of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 7177 (Added)

Harlingen, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harlingen Municipal Airport (latitude 26°13'36" N., longitude 97°39'10" W.) and within 2 miles each side of a 360° bearing from the Harlingen RBN (latitude 26°18'17.8" N., longitude 97°39'25.3" W.) extending from the RBN to 8 miles north; within 2 miles each side of a 180° bearing extending from the RBN to the airport; and within 2 miles each side of the Harlingen VOR 118° radial extending from the VOR to the airport.

Harrisburg, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harrisburg-Raleigh Airport (latitude 37°48'50" N., longitude 88°32'56" W.), and within 2 miles each side of the 064° bearing extending from the RBN to a point 8 miles northeast.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Harrisburg, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of a point 40°13'24" N., 76°52'39" W.; within 5 miles south and 8 miles north of the Harrisburg State Airport ILS localizer west course extending from the 12-mile radius area to 12 miles west of the OM; within 5 miles north and 8 miles south of the Harrisburg VOR 280° radial extending from the 12-mile radius area to 12 miles west of the VOR; within a 9-mile radius of the center, 40°11'35" N., 76°45'47" W. of Olmsted State Airport, Middletown, Pa.; within 5 miles north and 8 miles south of the Olmsted State Airport ILS localizer northwest course extending from the 12-mile radius area to 12 miles northwest of the OM; and within 2 miles each side of the centerline of Olmsted State Airport Runway 13 extended from the 9-mile radius area to 9 miles southeast of the end of the runway.

AMENDMENTS 12/19/69 34 F. R. 19872 (Changed)

Harrison, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Boone County Airport (latitude 36°15'55" N., longitude 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 that airspace extending upward from 1,200 feet above the surface bounded on the northwest by V-72, on the east by V-71, and on the south by the Arkansas/Missouri State line excluding the portion within the Point Lookout, Mo., transition area.

AMENDMENTS 9/17/70 35 F. R. 11617 (Rewritten)

Hartford, Conn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41°56'25" N., 72°41'05" W., of Bradley International Airport, Windsor Locks, Conn.; within 2 miles each side of the Bradley International Airport ILS localizer southwest course extending from the 9-mile radius area to 12 miles southwest of the OM; within a 9-mile radius of the center, 41°45'10" N., 72°37'25" W., of Rentschler Field, East Hartford, Conn.; within 2 miles each side of a 130° bearing from the Hartford RBN extending from the RBN to 8 miles southeast of the RBN; within 2 miles each side of the centerline of Runway 4 extended 10 miles from the end of the Runway; within 2 miles each side of the centerline of Runway 22 extended 10 miles from the end of the runway; within 2 miles each side of the Hartford VOR 154° radial extending from the 9-mile radius area to 8 miles southeast of the VOR; within 2 miles each side of the Hartford VOR 130° and 310° radials extending from the 9-mile radius area to 6 miles southeast of the VOR; and within 5 miles northwest and 5 miles southeast of the Hartford VOR 223° radial extending from the VOR to a point 15 miles southwest.

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.
AMENDMENTS 4/2/70 35 F. R. 943 (Added); Eff. date changed 4/30/70 35 F. R. 5913

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.
AMENDMENTS 9/17/70 35 F. R. 12199 (Added)

Hastings, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hastings Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 323° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 8 miles NW of the airport; within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 9.5 miles N of the airport, and within 2 miles each side of the 143° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 143° bearing from Hastings Municipal Airport extending from the Hastings Municipal Airport to 14 miles SE, within 5 miles E and 9 miles W of the 338° bearing from the Hastings Municipal Airport extending from the Hastings Municipal Airport to 13 miles N, and within 5 miles each side of the 066° bearing from Hastings Municipal Airport extending from the Hastings Municipal Airport to the S edge of V-138 and the area bounded on the S by a line 5 miles S of and parallel to the 286° bearing from Hastings Municipal Airport on the N by V-8 S and on the E by a line 9 miles W of and parallel to the 338° bearing from Hastings Municipal Airport.

Hattiesburg, Miss.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hattiesburg Municipal Airport (latitude 31°16'01" N., longitude 89°15'16" W.); within 1.5 miles each side of the Hattiesburg VORTAC 156° radial, extending from the 7-mile radius area to the VORTAC; within 3 miles each side of the 330° bearing from Hub City RBN (latitude 31°17'57" N., longitude 89°18'01" W.), extending from the 7-mile radius area to 8.5 miles northwest of the RBN.

Haverhill, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°48'05" N., 71°03'45" W., of Haverhill Airport, Haverhill, Mass.; and within 2 miles each side of the Runway 33 centerline extended from the 5-mile radius area to 6 miles northwest of the end of the runway, excluding the portion which coincides with the Boston, Mass. transition area. This transition area shall be effective from sunrise to sunset, daily.

Havre, Mont.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Havre VOR; within 4½ miles south and 9½ miles north of the Havre VOR 080° radial, extending from the 14-mile radius area to 18½ miles east of the VOR; and within 4½ miles north and 9½ miles south of the Havre VOR 287° radial, extending from the 14-mile radius area to 18½ miles west of the VOR.

Hawaiian Islands.
That airspace extending upward from 14,500 feet MSL within the area bounded by lines beginning at latitude 22°24'N., longitude 161°15' W., to latitude 23°53' N., longitude 159°30' W., to latitude 22°31' N., longitude 156°05' W., to latitude 21°47' N., longitude 155°32' W., to latitude 19°44' N., longitude 153°15' W., to latitude 18°20' N., longitude 153°32° W., to latitude 17°15' N., longitude 155°40' W., to latitude 19°43' N., longitude 158°00' W., to latitude 20°46' N., longitude 159°29' W., to latitude 21°18' N., longitude 159°32' W., to latitude 21°30' N., longitude 159°32' W., to latitude 21°30' N., longitude 161°00' W., to latitude 21°56' 30" N., longitude 161°20' W., to the point of beginning. The airspace within control area extensions, transition areas, Federal airways, warning areas W-318, W-319, W-320, W-321, W-322, W-511, W-512, and the airspace less than 1,500 feet above the terrain is excluded.

Hays, Kansas
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Hays Municipal Airport (latitude 38°50'45" N., longitude 99°16'30" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the Hays, Kans., VOR 162° radial, extending from the VOR to 14 miles south of the VOR.

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°01'35" N., longitude 91°26'40" W.); and within an 8-mile radius of Cable Union Airport (latitude 46°11'30" W.), longitude 91°5'00" W.), and within 2½ miles each side of the 026° bearing from the Hayward Municipal Airport extending from the Hayward Municipal Airport 7-mile radius area to 15 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 9½ miles northwest and 6 miles southeast of the 026° bearing from Hayward Municipal Airport, extending from 3 miles northeast to 27½ miles northeast of the airport; and within 9½ miles southeast and 4½ miles northwest of the 228° bearing from Cable Union Airport, extending from 5 miles southwest to 27½ miles southwest of the airport.

AMENDMENTS 1/7/71 35 F. R. 17033 (Rewritten)

Hazlehurst, Ga..
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hazlehurst Airport (latitude 31°53'05" N., longitude 82°38'50" W.); within 2 miles each side of the Alma VORTAC 342° radial extending from the 5-mile radius area to 18 miles N of the VORTAC.

Hazleton, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 40°59'11" N., 75°59'38" W. of Hazleton Airport, Hazleton, Pa., within 2 miles each side of the 076° bearing from the Hazleton RBN extending from the 7-mile radius area to 8 miles E of the RBN and within 2 miles each side of the Hazleton VOR 263° radial extending from the 7-mile radius area to 8 miles W of the VOR.

Heber, Ariz.
That airspace extending upward from 13,500 feet MSL bounded on the north by the south edge of V-264, on the southeast by the northwest edge of V-190, on the south by latitude 33°54'00" N. and on the northwest by the southeast edge of V-95.

Helena, Mont.
That airspace extending upward from 700 feet above the surface within 6 miles N and 8 miles S of the Helena VORTAC 089° and 269° radials extending from 18 miles E to 7 miles W of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6 miles S and 9 miles N of the Helena VORTAC 089° and 272° radials extending from 12 miles E to 45 miles W of the VORTAC, within the area bounded on the N by a line 5 miles N of and parallel to the Helena VORTAC 089° radial and on the SW by a line 5 miles SW of and parallel to the Helena VORTAC 119° radial extending from the VORTAC to the arc of an 18-mile radius circle centered on the VORTAC, and the area bounded on the NW by a line 6 miles NW of and parallel to the Great Falls, Mont., VORTAC 222° radial, on the NE by the arc of a 40-mile radius circle centered on Malmstrom AFB (latitude 47°30'35" N., longitude 111° 11'35" W.), on the SE by a line 5 miles SE of and parallel to the Helena VORTAC 023° radial and on the South by a line 9 miles N of and parallel to the Helena VORTAC 089° and 272° radials.

Henderson, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°48'30" N., 87°41'00" W., of Henderson City-County Airport, Henderson, Ky., within 2 miles each side of the Evansville
VOR 152° radial extending from the 5-mile radius to the VOR, said area effective sunrise to sunset daily, excluding the portion which coincides with the Evansville 700-foot transition area.

Hershey, Pa.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center (40°17'35" N., 76°39'40" W.) of Hershey Air Park Airport, Hershey, Pa.; and within 2 miles each side of the Runway 8 centerline extended from the 4-mile radius area to 5 miles east of the end of the runway, excluding that portion which coincides with Harrisburg, Pa., transition area. This transition area shall be effective from sunrise to sunset, daily.

Hibbing, Minn.

That airspace extending upward from 700 feet above the surface within an 11½-mile radius of Chisholm-Hibbing Airport (latitude 47°23'10" N., longitude 92°50'15" W.); within 3 miles each side of the Hibbing VORTAC 313° radial, extending from the 11½-mile radius area to 23 miles northwest of the VORTAC; within an 11-mile radius of Eveleth-Virginia Airport (latitude 47°25'40" N., longitude 92°29'50" W.); and within 9½ miles north and 4½ miles south of the Eveleth VOR 097° 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 256° 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 256° radial; within 4½ miles northeast and 9½ miles southwest of the Hibbing VORTAC 313° radial, extending from the 27-mile radius area to 33½ miles northwest of the VORTAC; and within 4½ miles northwest and 9½ miles southeast of the 210° bearing from Chisholm-Hibbing Airport, extending from the airport to 18½ miles southwest of the airport.

AMENDMENTS 12/10/70 35 F. R. 15905 (Rewritten)

Hickory, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Hickory Municipal Airport (latitude 35°44'30" N., longitude 81°23'20" W.); within 9.5 miles southeast and 4.5 miles northwest of the 042° bearing from Hickory RBN (latitude 35°44'00" N., longitude 81°23'30" W.), extending from the RBN to 18.5 miles northeast; within 3 miles each side of Hickory VOR 058° and 222° radials, extending as a corridor from the 8.5-mile radius area to 8.5 miles northeast of the VOR.

AMENDMENTS 2/5/70 34 F. R. 18751 (Rewritten)

Hillsboro, Oreg.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'30" W.), and within 2 miles of each side of the Newberg, Oreg., VORTAC 007° and 187° radials, extending from the 5-mile radius area to 1 miles S of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 15 miles SE and 10 miles NW of the Newberg VORTAC 024° and 204° radials, extending from 12 miles NE to 27 miles SW of the VORTAC.

Hillsdale, Mich.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hillsdale, Mich., Airport (latitude 41°55'15" N., longitude 84°35'05" W.), and within 2 miles each side of the Litchfield, Mich., VORTAC 140° radial extending from the 5-mile radius area to 8 miles northwest of the airport.

Hilltop Lakes, Tex.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hilltop Lakes Airport (latitude 31°04'50" N., longitude 96°12'50" W.), and within 2 miles each side of the Leona VORTAC 258° radial extending from the 5-mile radius area to 9 miles west of the VORTAC.

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; and that airspace extending upward from 1,200 feet above the surface northeast of Hilo bounded on the north by V-21, on the south by V-22 and on the west by V-19; that airspace east of Hilo bounded on the north by V-22, on the east by the Honolulu FIR/Oceanic CTA and on the south by V-15; that airspace south of Hilo within the arc of a 21-mile radius circle centered on the Hilo, Hawaii, VORTAC, extending clockwise from V-15 to a line 9 miles southwest of and parallel to the 157° radial of the Hilo VORTAC.

AMENDMENTS 1/7/71 35 F. R. 16468 (Rewritten)

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 latitude 34°33'53" N., longitude 99°16'24" W.

AMENDMENTS 12/22/69 35 F. R. 310 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Hobbs, N. Mex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.); and within 2 miles each side of the Hobbs VOR 222° radial, extending from the 9-mile radius area to 8 miles SW of the VOR.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Holland, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Park Township Airport (latitude 42°47'45" N., longitude 86°09'45" W.); within a 6-mile radius of Tulip City Airport (latitude 42°44'45" N., longitude 86°06'30" W.); within 3 miles each side of the 175° bearing from Park Township Airport, extending from the 6-mile radii area to 8 miles south of the airport; and within 2 miles each side of the Pullman, Mich., VORTAC 359° radial, extending from the 6-mile radii area to 12 miles north of the VORTAC.

AMENDMENTS 9/17/70 35 F. R. 11466 (Rewritten)

Homer, Alaska
That airspace extending upward from 1,200 feet above the surface, within 8 miles S and 5 miles N of the 265° and 085° bearings from the Homer RR, extending from 13 miles W to 7 miles E of the RR; and within 8 miles NW and 5 miles SE of the Homer VOR 224° and 044° radials, extending from 13 miles SW to 7 miles NE of the VOR, and within a 54-mile radius of the Homer VOR extending counterclockwise from the south boundary of V-436E, west of Homer, to the west boundary of V-438W, southwest of Homer.

Honolulu, Hawaii.
That airspace extending upward from 700 feet above the surface south and southeast of Honolulu beginning at latitude 21°20'30" N., longitude 157°51'15" W. thence south to latitude 21°15'30" N., longitude 157°49'15" W. thence west to latitude 21°09'50" N., longitude 158°09'50" W. thence northwest to latitude 21°10'10" N., longitude 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 (latitude 21°18'35" N., longitude 158°04'30" W.) to and counterclockwise along the arc of a 5-mile radius circle centered on Honolulu International Airport (latitude 21°19'35" N., longitude 157°55'45" W.) 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; and that airspace extending upward from 1,200 feet above
the surface within a 30-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°09'00" N., longitude 158°24'45" W. to latitude 21°15'00" N., longitude 157°31'45" W., thence W to latitude 21°15'00" N., longitude 157°36'30" W., thence within a 25-mile radius of latitude 21°19'33" N., longitude 157°59'15" W., extending clockwise from latitude 21°15'00" N., longitude 157°36'30" W. to latitude 21°10'10" N., longitude 158°20'30" W., thence W to point of beginning; that airspace S of Honolulu within 12 miles E and 8 miles W of the Honolulu VORTAC 180° radial, extending from the 25-mile radius area to 68 miles S of the VORTAC; that airspace W of Honolulu, extending from the 30-mile radius area bounded by a line beginning at latitude 21°24'15" N., longitude 158°26'45" W., thence to latitude 21°42'05" N., longitude 158° 54'00" W., thence to latitude 21°13'30" N., longitude 159°04'50" W., thence to latitude 21°07'30" N., longitude 158°31'00" W., thence to latitude 21°09'00" N., longitude 158°24'45" W.; that airspace northwest of Honolulu, extending from the 30-mile radius area bounded on the northeast by W-322D, on the west by the Lihue transition area, and on the southwest by V-2; and that airspace southeast of Honolulu bounded on the northeast by V-16, on the east by longitude 157°17'00" W., on the south by a line extending from latitude 20°47'15" N., longitude 157°17'00" W. to latitude 20°48'00" N., longitude 157°30'00" W. through latitude 20°52'00" N., longitude 157°50'00" W. to a line 12 miles east of and parallel to the Honolulu VORTAC 180° radial, and on the west by a line 12 miles east of and parallel to the Honolulu VORTAC 180° radial, excluding the portion within W-322D and the portion within the Kaneohe control zone and the Kaneohe transition area.

AMENDMENTS 10/15/70 35 F. R. 12533 (Changed) : Corr: 35 F. R. 14382

Honolulu, Hawaii (Wheeler AFB)
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Honolulu VORTAC 358° radial extending from the arc of a 3-mile radius circle centered on Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.) to the INT of the Honolulu, Hawaii, VORTAC 358° and the Koko Head, Hawaii, VOR 298° radials.

Hope, Ark.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hope Municipal Airport (latitude 33°43'06" N., longitude 93°39'30" W.); and within 2 miles each side of the Texarkana VORTAC 053° radial extending from the 6-mile radius area to 17 miles northeast of the Texarkana VORTAC.

Hope, Minn.
That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Farmington. Minn.. VOR 184° radial, extending from 38 miles S to 65 miles S of the VOR.

Hopewell, Va.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°18'20" N., 77°13'10" W., of Hopewell Airport and within 1.5 miles each side of the Hopewell VORTAC 253° radial extending from the 5-mile radius area to the VORTAC excluding the portion that coincides with the Richmond, Va., transition area.

AMENDMENTS 4/30/70 35 F. R. 4700 (Rewritten)

Hopkinsville, Ky.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, 36°40' 25" N., 87°29'30" W. of Campbell Army Airfield; within 5 miles SE and 8 miles NW of the Campbell RBN 044° bearing extending from the 14-mile radius area to 12 miles NE of the RBN;

That airspace extending upward from 1,200 feet above the surface within the area bounded on the E by V-7, on the SE by V-49, on the S by V-140, and by a line commencing at the N edge of V-140 at 87°55'15" W. to 36°28'00" N., 88°19'50" W. to 36°34'45" N., 88°03'00" W. to 36°44'45" N., 88°09'55" W. to 36°53'20" N., 88°07'05" W. to 37°12'50" N., 87°39'30" W. to the W edge of V-7 at latitude 37°17'50" N.

That airspace extending upward from 2,500 feet MSL within 5 miles each side of the Paducah, Ky., VOR 109° radial bounded on the E by the aforementioned 1,200-foot transition area and on the W by a line between 36°54'00" N., 88°42'15" W. and 37°01'30" N., 88°35'00" W.

Hoquiam, Wash.

That airspace extending upward from 700 feet above the surface east of Bowerman Field, bounded on the north by a line 2 miles north of and parallel to the Hoquiam VORTAC 068° radial, on the south by a line 2 miles south of and parallel to the Hoquiam 080° radial, extending eastward between the arcs of 5- and 13- mile radius circles centered on Bowerman Field (latitude 46°58'15" N., longitude 123°56'05" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the Hoquiam VORTAC 068° and 248° radials, extending from 13.5 miles east to 13 miles west of the VORTAC, and the area south of the Hoquiam VORTAC bounded on the east by the east boundary of V-27W, on the south and west by the arc of a 13-mile radius circle centered on the Hoquiam VORTAC and on the north by a line 5 miles south of and parallel to the Hoquiam VORTAC 068° and 248° radials, excluding the portion that would coincide with W-237.

Hot Springs, Ark.

That airspace extending upward from 700 feet above the surface within a 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.

AMENDMENTS 7/23/70 35 F. R. 7177 (Rewritten)

Hot Springs, Va.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37°57'00" N., 79°49'00 W., of Ingalls Field, Hot Springs, Va., and within 2 miles each side of the Hot Springs RBN 056° bearing extending from the 6-mile radius area to 8 miles NE of the RBN.

Houghton, Mich.

That airspace extending upward from 700 feet above the surface within a 17-mile radius of the Houghton VOR; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 020° bearing from the Houghton RBN, extending from the RBN to 18½ miles north of the RBN; within 4½ miles northeast and 9½ miles southwest of the Houghton VOR 308° radial, extending from the VOR to 18½ miles northwest of the VOR; 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 VOR 141° radial, extending from the VOR to 18½ miles southeast of the VOR.

AMENDMENTS 12/10/70 35 F. R. 15906 (Rewritten)

Houlton, Maine

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine.

That airspace extending upward from 1,200 feet above the surface within an area beginning at the intersection southeast of Presque Isle, Maine, of the United States-Canadian border and a 40-mile radius arc centered at 46°57'05" N., 67°53'10" W. (Loring AFB), thence clockwise along this arc to 46°33'00" N., to 45°56'00" N., 68°36'00" W. to 45°38'00" N., 67°40'30" W. thence along the United States-Canadian border to the point of beginning, excluding the airspace within Canada.

Houma, La.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Houma Municipal Airport (latitude 29°34'10" N., longitude 90°39'40" W.), within 2 miles each side of the Tibby VORTAC 123° radial extending from the 5-mile radius area to the VORTAC, within 2 miles each side of the Tibby VORTAC 124° radial extending from the 5-mile radius area to 27 miles SE of the VORTAC, and within 2 miles each side of a 360° bearing from the Houma RBN (latitude 29°37'01" N., longitude 90°39'39" W.) extending from the 5-mile radius area to 10 miles north of the RBN.

Houston, Tex.
That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 30°35'00" N., longitude 95°28'00" W., thence to latitude 29°45'00" N., longitude 94°44'00" W., thence to the intersection of the arc of a 5-mile radius circle centered on Scholes Field, Galveston, Tex. (latitude 29°15'55" N., longitude 94°41'35" W.) and latitude 29°16'00" N. at a point east of Scholes Field, thence clockwise along the arc of the 5-mile radius circle to latitude 29°16'00" N. at a point west of Scholes Field, thence to latitude 29°30'00" N., longitude 95°54'00" W., to latitude 30°26'00" N., longitude 95°42'00" W., to point of beginning.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Howell, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Howell, Mich., Livingston County Airport (latitude 42°37'30" N., longitude 83°58'45" W.), and within 2 miles each side of the Salem, Mich., 308° radial extending from the 6-mile radius area to 7 miles southeast of the airport.

Hugo, Colo.
That airspace south of Hugo, Colo., VOR extending upward from 8,500 feet MSL, bounded on the north by V-108S, on the northeast by V-263, on the south by V-210, and on the west by V-19E and that airspace east of Hugo, extending upward from 8,500 feet MSL, bounded on the north by V-4, on the east by longitude 102°50'00" W., on the southwest by V-263, and on the west by V-169, excluding the airspace within Federal airways and the Pueblo and Colorado Springs, Colo., transition areas.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18584 (Added)

Huntingburg, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Huntingburg Airport (latitude 38°15'05" N., longitude 86°57'20" W.), and within 2 miles each side of the 247° bearing from the Huntingburg Airport extending from the 6-mile radius area to 8 miles southwest of the airport.

Huntington, 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.

AMENDMENTS 8/20/70 35 F. R. 10359 (Added).

Huntington, W. Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°22'00" N., 82°33'25" W., of the Tri-State Airport (Walker-Long Field), Huntington, W. Va., within 2 miles each side of the Tri-State Airport ILS localizer west course extending from the 6-mile radius area to 8 miles west of the OM and within 2 miles each side of the Tri-State Airport ILS localizer east course extending from the 6-mile radius area to 13 miles east of the Shoals, W. Va., FM.

Huntsville, Ala.
That airspace extending upward from 700 feet above the surface within a 15.5-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 3 miles each side of Huntsville ILS localizer north course, extending from the Capshaw REN to 8.5 miles north of the REN; within 3 miles each side of Huntsville ILS localizer south course, extending from the localizer to 14.5 miles south; within an 8.5-mile radius of Pryor Field (latitude 34°39'09" N., longitude 86°56'45" W.); within 9.5 miles west and 4.5 miles east of the Decatur VOR 351° radial, extending from the VOR to 18.5 miles north.

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.

AMENDMENTS 1/7/71 35 F. R. 17249 (Added)

Huron, S. Dak.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Howes Municipal Airport (latitude 44°23'05" N., longitude 98°13'35" W.); and within 4½ miles northeast and 11 miles southwest of the Huron VOR 314° and 134° radials, extending from 5 miles southeast to 18½ miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Huron VOR, extending from the 314° radial clockwise to the 125° radial; and within a 17-mile radius of the Huron VOR, extending from the 125° radial clockwise to the 314° radial.

AMENDMENTS 4/2/70 35 F. R. 2581 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

Hutchinson, Kans.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hutchinson Municipal Airport (latitude 38°03'55" N., longitude 97°51'35" W.); within 8 miles northwest and 5 miles southeast of the Hutchinson VORTAC 042° and 222° radials extending from the 8-mile radius area to 12 miles southwest of the VORTAC; and within 8 miles northeast and 5 miles southwest of the Hutchinson ILS localizer northwest course, extending from the 8-mile radius area to 12 miles northwest of the OM; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Hutchinson VORTAC; within 10 miles west and 6 miles east of the Hutchinson VORTAC 025° radial, extending from the 30-mile radius area to 44 miles north of the VORTAC; within 6 miles southwest and 10 miles northeast of the Hutchinson VORTAC 296° radial, extending from the 30-mile radius area to 44 miles northwest of the VORTAC; within 6 miles north and 10 miles south of the Hutchinson VORTAC 266° radial extending from the 30-mile radius area to 41 miles west of the VORTAC; and the area southwest of Hutchinson bounded on the northeast by the 30-mile radius area, on the south by the north edge of V-12N, and on the northwest by the southeast edge of V-280, excluding the portion which overlies the Wichita and Salina, Kans., transition areas.

Ida Grove, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ida Grove Municipal Airport (latitude 42°19'55" N., longitude 95°26'40" W.); and within 2 miles each side of the 117° bearing from Ida Grove Municipal Airport, extending from the 7-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles north and 5 miles south of the 117° bearing from Ida Grove Municipal Airport, extending from the airport to 12 miles east of the airport; and within 5 miles each side of the 297° bearing from Ida Grove Municipal Airport, extending from the airport to V-100.

Idaho Falls, Idaho
That airspace extending upward from 700 feet above the surface within 10.5 miles northwest and 5 miles southeast of the Idaho Falls VOR 036° and 216° radials, extending from 21.5 miles northeast to 18.5 miles southwest of the VOR and within 6 miles northwest and 9 miles southeast of the 029° radial of the Pocatello VORTAC extending from 23 to 47 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of longitude 112°30'00" W., and the south edge of V-298, thence via the south edge of V-298 and V-328 to longitude 111°38'00" W., thence south via this longitude to the INT of an arc of a 23-mile radius circle centered on the Idaho Falls VOR, thence clockwise via the 23-mile radius arc to longitude 112°10'00" W., thence direct to latitude 43°20'30" N., longitude 112°45'30" W., thence direct latitude 43°32'00" N., longitude 112°35'00" W., thence to latitude 43°50'20" N., longitude 112°30'00" W., thence direct to point of beginning.

Iliamna, Alaska
That airspace extending upward from 1,200 feet above the surface within 6 miles W. and 8 miles E. of the 016° and 196° bearings from the Iliamna RBN, extending from 7 miles N. to 13 miles S. of the RBN.

Illinois
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Illinois.

AMENDMENTS 1/7/71 35 F. R. 17036 (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.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 193° bearing from Independence Municipal Airport, extending from the airport to the Oklahoma transition area.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Indiana
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Indiana.

AMENDMENTS 1/7/71 35 F. R. 17035 (Added)

Indiana, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°37'57" N., 79°06'18" W. of Indiana County Jimmy Stewart Airport, Indiana, Pa., and within 2 miles each side of the 091° bearing from the Indiana REN extending from the 6-mile radius area to 7 miles E of the REN.

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.

AMENDMENTS 2/5/70 35 F. R. 101 (Rewritten)
AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Indianola, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Indianola-Legion Field (latitude 33°29'05" N., longitude 90°40'45" W.).

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 VOR 140° and 320° radials, extending from 6 miles southeast to 18½ miles northwest of the VOR; and within 4½ miles southwest and 9½ miles northeast of the International Falls VOR 129° and 309° radials, extending from 6 miles northwest to 18½ miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the International Falls VOR, excluding the portions outside the United States.

AMENDMENTS 5/28/70 35 F. R. 5531 (Rewritten)

Ionia, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ionia County Airport (latitude 42°56'20" N., longitude 85°04'15" W.); and within 3 miles each side of the 064° radial of the Grand Rapids, Michigan VOR, extending from the 5-mile radius area to 30 miles northeast of the VOR.

AMENDMENTS 4/30/70 35 F. R. 4256 (Rewritten)

Iowa City, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Iowa City Municipal Airport (latitude 41° 38' 25" N., longitude 91° 32' 50" W.), and within 2 miles each side of the Iowa City VOR 024° radial, extending from the 6-mile radius area to the VOR.

Iron Mountain, Mich.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Iron Mountain VOR; within 4½ miles west and 9½ miles east of the Iron Mountain VOR 193° radial, extending from the 13-mile radius area to 18½ miles south of the VOR; within 4½ miles west and 9½ miles east of the 182° bearing from Ford Airport, extending from the 13-mile radius area to 18½ miles south of the airport; and within 4½ miles north and 9½ miles south of the 276° bearing from Ford Airport, extending from the 13-mile radius area to 18½ miles west 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 Iron Mountain VOR 141° radial extending from the VOR to 18½ miles southeast of the VOR.

AMENDMENTS 5/28/70 35 F. R. 5680 (Rewritten)

PENDING AMENDMENT
Iron Mountain, Mich.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of Iron Mountain VORTAC; within 4½ miles west and 9½ miles east of the Iron Mountain VORTAC 193° radial, extending from the 13-mile radius area to 18½ miles south of the VORTAC; within 4½ miles west and 9½ miles east of the 182° bearing from Ford Airport (latitude 45°48'55" N., longitude 88°06'55" W.) extending from the 13-mile radius area to 18½ miles south of the airport; and within 4½ miles north and 9½ miles south of the 276° bearing from Ford Airport, extending from the 13-mile radius area to 18½ miles west of the airport; and that airspace extending upward from 1,200 feet above the surface within a 15½-mile radius of the Iron Mountain VORTAC; within 4½ miles southwest and 9½ miles northeast of the Iron Mountain VORTAC 141° radial; extending from the VORTAC to 18½ miles southeast of the VORTAC; and within 4½ miles east and 9½ miles west of the Iron Mountain VORTAC 004° radial, extending from the VORTAC to 18½ miles north of the VORTAC, excluding the portion which overlies the Marquette, Mich., 1,200-foot transition area.

AMENDMENTS 3/4/71 36 F. R. 215 (Rewritten)

Ironwood, Mich.
That airspace extending upward from 700-feet above the surface within a 9½-mile radius of Gogebic County Airport (latitude 46°31'25" N., longitude 90°07'50" W.); within 9½ miles north and 4½ miles south of the Ironwood VORTAC 254° radial, extending from the 9½-mile radius area to 18½ miles west of the VORTAC; and within 3 miles each side of the Ironwood VORTAC 108° radial, extending from the 9½-mile radius area to 12½ miles east of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Ironwood VORTAC; and within 4½ miles south and 9½ miles north of the Ironwood VORTAC 108° radial, extending from the 17-mile radius area to 23½ miles east of the VORTAC.
AMENDMENTS 12/10/70 35 F. R. 14925 (Rewritten)

Islip, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Long Island-MacArthur Airport (latitude 40°47'50" N., longitude 73°06'00" W.); and within 2 miles each side of the Long Island-MacArthur Airport
localizer SW course extending from the 7-mile radius area to 8 miles SW of the OM; and within 2 miles each side of the NE ILS localizer course extending from the 7-mile radius area to 9 miles NE of the localizer.

Ithaca, N. Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 42°29'25" N., 76°27'30" W. of Tompkins County Airport, Ithaca, N.Y., and within 5 miles SW and 8 miles NE of the Ithaca VOR 305° radial extending from the VOR to a point 12 miles NW, excluding that portion which overlies the Elmira, N.Y., transition area.

Jackson, Mich.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Jackson VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the west by longitude 84°50'00" W., on the north by latitude 42°30'00" N., on the east by longitude 84°05'00" W., and on the south by a line beginning at latitude 41°48'10" N., longitude 84°50'00" W., to latitude 41°48'00 N., longitude 84°46'00" W., to latitude 41°41'00" N., longitude 84°16'00" W., to latitude 41°45'00" N., longitude 84°11'45" W., to latitude 41°45'05" N., longitude 84°05'00" W.

Jackson, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jackson Municipal Airport (latitude 43°39'00" N., longitude 94°59'05" W.); and within 3 miles each side of the 327° bearing from Jackson Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 147° and 327° bearings from Jackson Municipal Airport, extending from 6 miles southeast to 18½ miles northwest of the airport; and within 5 miles each side of the 147° bearing from Jackson Municipal Airport, extending from the airport to 12 miles southeast of the airport.

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.

AMENDMENTS 4/2/70 35 F. R. 2645 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

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 Jackson Hole Airport, Wyo. (latitude 43°36'24" N., longitude 110°44'13" W.); that airspace extending upward from 1,200 feet above the surface within 6 miles west and 9 miles east of the Jackson VOR 200° and 020° radials, extending from 23 miles south to 11 miles north of the VOR, and within 6 miles north and 9 miles south of the Dunoir, Wyo. VOR 282° and 102° radials, extending from 8 miles east to 21 miles west of the VOR, and that airspace within 5 miles each side of the Jackson VOR 107° radial extending from 9 to 15 miles east of the VOR.

Jacksonville, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Jacksonville International Airport (latitude 30°29'16" N., longitude 81°41'20" W.); within an 8-mile radius of NS Mayport (latitude 30°23'30" N., longitude 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 041° radial, extending from the NS Mayport 8-mile radius area to 12 miles northeast of the TACAN; within a 5-mile radius of Craig Municipal Airport (latitude 30°20'10" N., longitude 81°30'50" W.); within 2 miles each side of the Jacksonville VORTAC 160° radial, extending from the 5-mile radius area to the VORTAC; within an 8-mile radius of NAS Jacksonville (latitude 30°14'10" N., longitude 81°40'40" W.); within an 8-mile radius of NAS Cecil Field (latitude 30°13'05" N., longitude 81°52'45" W.).

Jacksonville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jacksonville Municipal Airport (latitude 39°46'30" N., longitude 90°14'30" W.); and within 3 miles each side of the 309° bearing from Jacksonville Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport.
AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

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 a 6.5-mile radius of Albert Ellis Airport (lat. 34°49'49" N., long. 77°36'42" W.); excluding the portion within R-5306 B and C.

AMENDMENTS 6/25/70 35 F. R. 6274 (Rewritten)
AMENDMENTS 1/7/71 35 F. R. 17535 (Rewritten) Corr: 35 F. R. 19248

Jamestown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Jamestown Municipal Airport, Jamestown, N. Y. (42°09'10" N., 79°15'30" W.); within 2 miles each side of the Jamestown VOR 071° and 251° radials, extending from the 7-mile radius area to 8 miles northeast of the VOR; and within 2 miles each side of a 053° bearing from the Jamestown, N. Y., REN (42°11'02" N., 79°11'15" W.) extending from the 7-mile radius area to 8 miles northeast of the REN; within 2 miles each side of the Jamestown, N. Y., ILS localizer northeast course extending from the 7-mile radius area to 8 miles northeast of the ILS OM.

Jamestown, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Jamestown Municipal Airport.

Janesville, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rock County Airport, Janesville, Wis. (latitude 42°37'12" N., longitude 89°02'25" W.); and within 5 miles SE and 8 miles NW of the Janesville VOR 239° radial, extending from the 8-mile radius area to 12 miles SW of the VOR; and within 2 miles each side of the Janesville VOR 038° radial, extending from the 8-mile radius area to 20 miles NE of the VOR.

Jasper, 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.
AMENDMENTS 10/15/70 35 F. R. 12328 (Added)

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.
AMENDMENTS 6/25/70 35 F. R. 7108 (Rewritten)

Jefferson, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Jackson County Airport (latitude 34°10'31" N., longitude 83°33'38" W).

Jefferson, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Jefferson Municipal Airport (latitude 42°00'30" N., longitude 94°20'30" W.), and within 8 miles NE and 5 miles SW of the 152° bearing from the Jefferson RBN, extending from the RBN to 12 miles SE; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 183° radial of the Fort Dodge, Iowa, VORTAC, extending from the Fort Dodge VORTAC, S to the Jefferson RBN; and within 5 miles each side of the 127° bearing from the Jefferson RBN, extending from the RBN SE to the W edge of V-13W and the N edge of V-172, excluding the Fort Dodge, Iowa, and Des Moines, Iowa, transition areas.

Jefferson, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°45'15" N., 80°46'25" W., of the Ashtabula-Jefferson Airport, Jefferson, Ohio; and within 2 miles each side of the Jefferson, Ohio, VORTAC 061° radial extending from the Ashtabula-Jefferson Airport 5-mile radius area to 8 miles northeast of the VORTAC; within a 5-mile radius of the center 41°46'40" N., 80°41'50" W., of Ashtabula County Airport, Ashtabula, Ohio, and within 2 miles each side of the Jefferson, Ohio, VORTAC 243° radial, extending from the VORTAC to 8 miles southwest of the VORTAC.

Jefferson City, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), within 2 miles each side of the Jefferson City VOR 308° radial extending from the 8-mile radius area to 8 miles NW of the VOR; and within 5 miles NE and 8 miles SW of the Jefferson City VOR 119° radial extending from the VOR to 12 miles SE.

Jennings, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jennings Airport (latitude 30°14'30" N., longitude 92°40'00" W.), and within 2.5 miles each side of the Lake Charles VORTAC 075° radial extending from the 5-mile radius area to 20.5 miles east of the VORTAC.

AMENDMENTS 1/8/70 34 F. R. 18298 (Added)

Johnson City, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Johnson City, Tex., airport (latitude 30°15'20" N., longitude 98°37'15" W.); and within 2 miles each side of the 175° bearing from the Johnson City RBN extending from the 7-mile radius area to 8 miles S of the RBN.

Johnston Island, Johnston Atoll
That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Johnston Island RBN.

Johnstown, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°18'55" N., 78°50'00" W. of Johnstown-Cambria County Airport, Johnstown, Pa.; within 2 miles each side of the Johnstown VOR 320° radial extending from the 7-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the Johnstown VOR 044° radial extending from the 7-mile radius area to 8 miles NE of the VOR; and within 5 miles NW and 8 miles SE of the Johnstown 215° radial extending from the VOR to 12 miles SW of the VOR.

Jonesboro, Ark.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.) and within 3.5 miles each side of the Jonesboro VOR 048° radial extending from the 8.5-mile radius area to 11.5 miles northeast of the VOR excluding the portion within the Paragould, Ark., transition area.

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.); and that airspace extending upward from 1,200 feet above the surface within 9½ miles northeast and 4½ miles southwest of the 138° and 318° bearings from the Joplin Municipal Airport, extending from 23 miles north northwest to 25½ miles southeast of the airport.

AMENDMENTS 12/10/70 35 F. R. 14925 (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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

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, RR 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, RR, 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-38, excluding the portion within the Gustavus, Alaska, transition area.

AMENDMENTS 12/10/70 35 F. R. 16242 (Rewritten)

Juneau, Wis.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Dodge County Airport (latitude 43°25'35" 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 area to 8 miles south of the airport.

AMENDMENTS 10/15/70 35 F. R. 13116 (Rewritten)

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°26'05" 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; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Kahului Airport, extending clockwise from V-6 northwest of Kahului to V-6 east of Kahului, and that airspace east of the 30-mile radius area bounded on the north by a line 5 miles north of and parallel to the Maui VORTAC 061° radial, on the east by the arc of a 55-mile radius circle centered on the Maui VORTAC, and on the south by V-6.
AMENDMENTS 10/15/70 35 F. R. 12836 (Changed)

Kaiser, Mo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lee C. Fine Memorial Airport (latitude 38°05'45" N., longitude 92°32'55" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northwest and 9½ miles southeast of the 045° bearing from Lee C. Fine Memorial Airport, extending from the airport to 18½ miles northeast of the airport; and within 5 miles each side of the 225° bearing from Lee C. Fine Memorial Airport, extending from the airport to 12 miles southwest of the airport.
AMENDMENTS 7/23/70 35 F. R. 8474 (Added)

Kalispell, Mont.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Kalispell VOR 332° radial, extending from the arc of a 5-mile radius circle centered on Glacier Park International Airport (latitude 48°18'49" N., longitude 114°15'16" W.) to the VOR; and that airspace extending upward from 1200 feet above the surface within 5 miles E and 8 miles W of the Kalispell VOR 166° and 346° radials extending from 14 miles S to 7 miles N of the VOR.

Kaneohe, Hawaii.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 21°23'15" N., longitude 157°46'30" W., thence counterclockwise along the arc of a 5-mile radius circle centered on MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.) to latitude 21°29'25" N., longitude 157°50'45" W., thence to latitude 21°32'45" N., longitude 157°51'20" W., thence clockwise along the arc of an 8-mile radius circle centered on MCAS Kaneohe to latitude 21°23'00" N., longitude 157°41'00" W., thence to point of beginning, and within 2 miles on each side of the MCAS Kaneohe TACAN 351° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 21°32'45" N., longitude 157°51'20" W., thence to latitude 22°00'45" N., longitude 157°56'00" W., thence clockwise via the arc of a 40-mile radius circle centered on the MCAS Kaneohe TACAN to V-12, thence SW along the NW boundary of V-12 to latitude 21°23'00" N., longitude 157°39'50" W.; thence to latitude 21°23'00" N., longitude 157°41'00" W.; thence counterclockwise via the arc of an 8-mile radius circle centered on MCAS Kaneohe to the point of beginning.

Kankakee, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Greater Kankakee Airport (latitude 41°04'17" N., longitude 87°50'56" W.), and within 2 miles each side of the Peotone, Ill., VORTAC 192° radial extending from the 5-mile radius area to the VORTAC; and within 2 miles each side of the 042° and 222° bearings from the Greater Kankakee Airport extending from the 5-mile radius area to 8 miles NE and SW of the airport.

Kansas City, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.); within 2 miles each side of the Riverside, Mo., VOR 018° radial and 2 miles west of the Kansas City Municipal Airport ILS localizer north course, extending from the 10-mile radius area to 8 miles north of the OM; within an 8-mile radius of Kansas City International Airport (latitude 39°18'20" N., longitude 94°43'30" W.); and within 2 miles each side of the Kansas City International Airport ILS localizer north and south courses, extending from the 8-mile radius area to 13 miles north of the airport and to 8 miles south of the OM; within a 7-mile radius of Sherman AAF (latitude 39°22'05" N., longitude 94°54'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the southeast by the arc of a 42-mile radius circle centered on Kansas City Municipal Airport, beginning at the west boundary of V-159 and extending counterclockwise to the south boundary of V-12 thence along the south boundary of V-12 to longitude 93°30'00" W., thence north along longitude 93°30'00" W., to the southeast boundary of V-10 thence direct to latitude 39°47'45" N., longitude 93°34'00" W., thence southwest along the northwest boundary of V-10 to the east boundary of V-161, thence west to latitude 39°44'00" N., longitude 94°43'20" W., thence southwest to latitude 39°30'00" N., longitude 94°49'00" W., thence west along latitude 39°30'00" N., to the southwest boundary of V-71, thence northwest along the southwest boundary of V-71 to longitude 95°09'00" W., thence south along longitude 95°09'00" W., to the southeast boundary of V-10, thence northeast along the southeast boundary of V-10 to the arc of a 10-mile radius circle centered on Kansas City Municipal Airport, thence clockwise to the west boundary of V-159, thence south along the west boundary of V-159 to the point of beginning; and that airspace extending upward from 5,000 feet MSL bounded on the west by longitude 93°30'00" W., on the south by V-4, on the east by V-424, on the north by V-116 and on the northwest by V-206; and within the area bounded on the west by longitude 93°30'00" W., on the south by V-116, on the east by V-206 and on the north by V-10; and within an area bounded on the west by V-161, on the southeast by V-10 and on the north by V-50.

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; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles west and 4.5 miles east of the Kona VORTAC 179° radial, extending from the VORTAC to 18.5 miles south of the VORTAC, within a 17-mile radius of the Kona VORTAC, extending counterclockwise from V-20 to the Kona VORTAC 179° radial, and within the area bounded on the northeast by V-20, on the west by a line 5 miles west of and parallel to the Maui, Hawaii, VORTAC 179° radial and on the south by a line 5 miles south of and parallel to the Kona VORTAC 281° radial.

AMENDMENTS 7/1/70 35 F. R. 10505 (Added)

Kearney, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Kearney Municipal Airport (latitude 40°43'45" N., longitude 98°59'55" W.); within 4½ miles east and 9½ miles west of the Kearney VOR 194° radial, extending from the airport to 18½ miles south of the airport; and within 4½ miles east and 9½ miles west of the Kearney VOR 360° radial, extending from the airport to 18½ miles north of the airport.

AMENDMENTS 7/23/70 35 F. R. 11466 (Rewritten)

Keene, N. H.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 43°01'00" N., 72°27'00" W. to 43°01'00" N., 72°13'00" W. to 42°55'00" N., 72°00'00" W. to 42°51'30" N., 71°54'00" W. to 42°28'00" N., 71°54'00" W. to 42°28'00" N., 72°27'00" W. to the point of beginning excluding that portion within the Boston, Mass., transition area.

Kenai, Alaska
That airspace extending upward from 1,200 feet above the surface within 12 miles each side of the 227° bearing from the Kenai, Alaska, RR extending from the southwest boundary of the Anchorage, Alaska, 1,200-foot transition area to 29 miles SW of the RR.

PENDING AMENDMENT
Kennett, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kennett Memorial Airport (latitude 36°14'00" N., longitude 90°02'00" W.); and within 2 miles each side of the 346° radial of the Blytheville VOR extending from the 5-mile radius area to 13½ miles north of the VOR.

AMENDMENTS 3/4/71 35 F. R. 19984 (Added)

Kenosha, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kenosha Municipal Airport (latitude 42°35'40" N., longitude 87°55'25" W.) and within 2 miles each side of the 332° bearing from Kenosha Municipal Airport extending from the 5-mile radius area to 8 miles northwest of the airport, excluding the portions designated as Chicago, Ill., and Milwaukee, Wis., transition areas.
PENDING AMENDMENT
Kenosha, Wis.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Kenosha Municipal Airport (latitude 42°35'30" N., longitude 87°55'15" W.), and within 3 miles each side of the 332° bearing from Kenosha Municipal Airport, extending from the 5½-mile radius area to 8 miles northwest of the airport, excluding the portions which overlie the Chicago, Ill., and Milwaukee, Wis., 700-foot floor transition areas.

AMENDMENTS 2/4/71 35 F. R. 18191 (Rewritten)

Keokuk, Iowa
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Keokuk Municipal Airport (latitude 40° 27' 35" N., longitude 91° 25' 50" W.), within 2 miles each side of the 311° bearing from the Keokuk RBN (latitude 40° 27' 45" N., longitude 91° 26' 00" W.), extending from the 4-mile radius area to 8 miles NW of the RBN; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 311° bearing from the Keokuk RBN, extending from the RBN to 12 miles NW of the RBN, and within 5 miles each side of the 131° bearing from the Keokuk RBN, extending from the RBN to 12 miles SE of the RBN, excluding the portion which overlies the State of Illinois.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Kerrville, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kerrville Municipal (Louis Schreiner Field) Airport (latitude 29°58'41" N., longitude 99°05'11" W.), and within 3 miles each side of the 134° bearing from the Kerrville RBN (latitude 29°59'11" N., longitude 99°04'31" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

Key West, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Key West (Boca Chica) (latitude 24°34'26" N., longitude 81°41'18" W.); within 2 miles each side of the 251° bearing from the Navy Key West UHF RBN, extending from the 7-mile radius area to 23 miles W of the UHF RBN; within 2 miles each side of the Navy Key West TACAN 246° radial, extending from the 7-mile radius area to 16 miles SW of the TACAN.

Killeen, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hood AAF (latitude 31°08'15" N., longitude 97°42'50" W.), within a 7-mile radius of Robert Gray AAF (latitude 31°04'20" N., longitude 97°49'45" W.); within 8 miles W and 5 miles E of the Hood VOR 352° and 172° radials extending from 5 miles N to 12 miles S of the VOR.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Kingman, Ariz.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kingman Municipal Airport (latitude 35°15'31" N., longitude 113°56'20" W.); within 2 miles each side of the Kingman VOR 025° radial, extending from the 5-mile radius area to 7 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 9 miles NW of the Kingman VOR 025° and 205° radials, extending from 38 miles NE to 13 miles SW of the VOR.

King Salmon, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles each side of the King Salmon VORTAC 132° and 312° radials, extending from 15 miles SE of the VORTAC to 11 miles NW of the VORTAC; within a 9-mile radius of the King Salmon Airport (latitude 58°40'40" N.; longitude 156°38'55" W.) extending from the 226° bearing from the airport clockwise to the 055° bearing from the airport; and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the King Salmon VORTAC; within 7 miles S and 9 miles N of the 068° radial, extending from the King Salmon VORTAC to 34 miles E; within a 37-mile radius of the King Salmon VORTAC, extending from the 105° radial clockwise to a line 4 nautical miles south of and parallel to the King Salmon, RR, 130° bearing; within 7 miles E and 10 miles W of the King Salmon VORTAC 186° radial, extending from the VORTAC to 28 miles S of the VORTAC; and within a 34-mile radius of the King Salmon LFR, extending from 5 miles S of the 281° bearing from the LFR clockwise to 5 miles NE of the 312° bearing from the LFR; and that airspace extending upward from 14,500 feet MSL outside the United States within a 172-mile radius of the King Salmon VORTAC. Federal airways, Control 1217, Control 1234, Control 1400, Control 1401, are excluded from the portion extending upward from 14,500 feet MSL.

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 3 miles each side of Kinston VORTAC 047° radial, extending from the 8.5-mile radius to 8.5 miles northeast of the VORTAC.

Kirksville, Mo.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Clarence Cannon Memorial Airport (latitude 40°05'45" N., longitude 92°32'50" W.); within 3 miles each side of the Kirksville VORTAC 316° radial, extending from the 6½-mile radius area to 8 miles northwest of the VORTAC; and within 5 miles each side of the 360° bearing from Clarence Cannon Memorial Airport, extending from the 6½-mile radius area to 11½ miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Kirksville VORTAC; within 4½ miles northeast and 9½ miles southwest of the Kirksville VORTAC 316° radial, extending from the 13-mile radius area to 18½ miles northwest of the VORTAC; within 5 miles each side of the 180° bearing from Clarence Cannon Memorial Airport, extending from the 13-mile radius area to 13 miles south of the airport; and within 5 miles each side of a line from latitude 40°21'12" N., longitude 92° 46'00" W., to latitude 40°15'50" N., longitude 92°33'00" W., to latitude 40°16'12" N., longitude 92°12'48" W.

AMENDMENTS 1/7/71 35 F. R. 17032 (Rewritten)

Klamath Falls, Oreg.

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Klamath Falls VORTAC and within 5 miles east and 8 miles west of the Klamath Falls ILS localizer south course extending from the 15-mile radius area to 12 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Klamath Falls VORTAC; that airspace extending upward from 7,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 095° radial to a line 5 miles E of and parallel to the VORTAC 165° radial, and within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 245° to the 295° radials; that airspace extending upward from 9,000 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC extending clockwise from the VORTAC 320° to the 095° radials; that airspace extending upward from 9,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from a line 5 miles E of and parallel to the VORTAC 165° radial to the 245° radial, and within the area bounded by the arc of 25-and 28- mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials; and that airspace extending upward from 11,000 feet MSL within the area bounded by the arcs of 28- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials.

Knoxville, Iowa

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Knoxville Municipal Airport (latitude 41°18'00" N., longitude 93°06'40" W.) and within 3 miles each side of the 342° bearing from Knoxville Municipal Airport extending from the 5-mile radius area to 8 miles north of the airport.

AMENDMENTS 4/2/70 35 F. R. 2769 (Added); Eff. date changed to 4/30/70 35 F. R. 6272

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.

AMENDMENTS 12/8/69 34 F. R. 19799 (Rewritten)

Kodiak, Alaska

That airspace extending upward from 1,200 feet above the surface within a 29-mile radius of Navy Station Kodiak Airport latitude 57°44'50" N., longitude 152°29'40" W.), extending clockwise from the 085° bearing to the 040° bearing from the airport; within a 35-mile radius of Navy Station Kodiak Airport, extending clockwise from the 040° bearing to the 085° bearing from the airport; and that airspace extending upward from 14,500 feet MSL within 16 miles S and 25 miles N of the Kodiak TACAN 094° radial; extending from 8 miles E of the TACAN to 58 miles E of the TACAN, excluding the King Salmon, Alaska, transition area.

Kokomo, Ind.

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Grissom AFB (latitude 40°38'55" N., longitude 86°09'10" W.); within a 6½-mile radius of Kokomo Municipal Airport (latitude 40°31'45" N., longitude 86°03'30" W.); within a 5-mile radius of Logansport, Ind. Municipal Airport (latitude 40°42'35" N., longitude 86°22'45" W.); within 4½ miles each side of the Grissom AFB ILS localizer southwest course, extending from the 8½-mile and 6½-mile radii areas to 4½ miles southwest of the OM; within 3 miles each side of the Kokomo VORTAC 039° radial, extending from the 6½-mile and 8½-mile radii areas to 8 miles northeast of the VORTAC; and within 3 miles each side of the Kokomo VORTAC 129° radial, extending from the 6½-mile radius area to 8 miles southeast of the VORTAC.

AMENDMENTS 2/5/70 35 F. R. 1987l (Added); Corr: 35 F. R. 3879
AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

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°05'20" N., longitude 89°32'25" W.); within 3 miles each side of the 142° and 310° bearings from the Kosciusko RBN (latitude 33°05'29" N., longitude 89°32'25" W.), extending from the 5.5-mile radius area to 8.5 miles southeast and northwest of the RBN.

AMENDMENTS 3/5/70 35 F. R. 310 (Rewritten)

Kwajalein Island, Marshall Islands
That airspace extending upward from 700 feet above the surface within a 12-nmi radius of the Kwajalein TACAN; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Kwajalein TACAN.

Laconia, N. H.
That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the center, 43°34'30" N., 71°25'25" W. of Laconia Municipal Airport, Laconia, N. H.; within 3.5 miles each side of the 249° bearing from the Laconia RBN, 43°33'14" N., 71°29'12" W., extending from the 6.5-mile radius area to 9.5 miles west of the RBN; and within 2 miles each side of the Runway 17 centerline, extended from the 6.5 mile radius area to 9.5 miles southeast of the end of the runway.

AMENDMENTS 3/5/70 35 F. R. 804 (Rewritten)

La Crosse, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.), and within 2 miles each side of the La Crosse VOR 185° radial extending from the 9-mile radius area to 15 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the La Crosse VOR 185° radial extending from the VOR to 18 miles S of the VOR, within 8 miles SW and 5 miles NE of the La Crosse VOR 322° radial extending from the VOR to 12 miles NW of the VOR, and within 8 miles SW and 5 miles NE of the 305° bearing from the La Crosse RBN extending from the RBN to 12 miles NW of the RBN.

Lafayette, Ind.
That airspace extending upward from 700 feet above the surface within a 7½-mile radius of Purdue University Airport (latitude 40°24'45" N., longitude 86°56'15" W.); within 2 miles each side of the 144° radial of the Lafayette, Ind. VORTAC, extending from the 7½-mile radius area to the Lafayette VORTAC; and within a 5½-mile radius of Halsmer Airport (latitude 40°23'40" N., longitude 86°48'25" W.).

AMENDMENTS 12/10/70 35 F. R. 15635 (Rewritten); 1/7/71 35 F. R. 17035 (Changed)

Lafayette, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of latitude 30°02'15" N., longitude 91°53'00" W., within 2 miles each side of the Lafayette VORTAC 139° radial extending from the 5-mile radius area to the VORTAC, within 2 miles each side of the Lafayette ILS localizer north course extending from the OM to 1 mile S, within 2 miles each side of the Lafayette ILS localizer S course extending from the arc of a 5-mile radius circle centered on the Lafayette Airport (latitude 30°12'00" N., longitude 91°59'40" W.) to 14 miles S of the airport, and within 2 miles each side of the Lafayette VORTAC 171° radial extending from the VORTAC to 8 miles south, within a 5-mile radius of the Abbeville Municipal Airport (latitude 29°58'19" N., longitude 92°05'06" W.); and within 2 miles each side of the Lafayette VORTAC 207° radial, extending from the VORTAC to the Abbeville Municipal Airport.

AMENDMENTS 3/5/70 35 F. R. 6 (Changed)

LaGrange, Ga.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Callaway Airport, LaGrange, Ga. (latitude 33°00'30" N., longitude 85°04'30" W.) and within 2 miles each side of the LaGrange VORTAC 110° radial, extending from the 4-mile radius zone to the VORTAC.

La Grange, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rocky Creek Ranch Airport (latitude 29°55'30" N., longitude 96°48'12" W.) and within 2 miles each side of the Industry VOR 262° radial extending from the 5-mile radius area to the VOR.

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.

AMENDMENTS 8/20/70 35 F. R. 10504 (Added); Corr: 35 F. R. 10947; Corr: 35 F. R. 12650

Lake Charles, La.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of East Lake Charles Airport (latitude 30°13'25" N., longitude 93°08'55" W.), within 2 miles each side of the Lake Charles VORTAC 339° radial extending from the 4-mile radius area to the VORTAC, and within 2 miles each side of the Lake Charles ILS localizer NW course extending from the OM to 8 miles NW of the OM.
AMENDMENTS 3/5/70 35 F. R. 6 (Changed); 9/17/70 35 F. R. 11617 (Changed)

PENDING AMENDMENT
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.).
AMENDMENTS 2/4/71 35 F. R. 18190 (Added)

Lake City, Mich.
That airspace extending upward from 1,200 feet above the surface within 6 miles SW and 10 miles NE of the Traverse City, Mich., VOR 136° radial, extending from 8 miles NW to 19 miles SE of the INT of the Traverse City VOR 136° radial and the White Cloud, Mich., VOR 033° radial.

Lake Jackson, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brazoria County Airport (latitude 29°02'15" N., longitude 95°27'20" W.); within 2 miles each side of the Lake Jackson VOR 343° radial extending from the 5-mile radius area to 8 miles NW of the VOR, and within 2 miles each side of the Lake Jackson VOR 158° radial extending from the 5-mile radius area to 8 miles SE of the VOR.

Lakeland, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Lakeland Municipal Airport (latitude 27°59'19" N., longitude 82°00'53" W.); and within 2 miles each side of the Lakeland VORTAC 233° radial, extending from the 8-mile radius area to 10 miles southwest of the VORTAC.

Lakeview, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lake County-Lakeview Airport (latitude 42°09'35" N., longitude 120°24'15" W.), and within 2 miles each side of the 180° bearing from the Lakeview RBN (latitude 42°09'15" N., longitude 120°24'18" W.), extending from the RBN to 8 miles south of the RBN; that airspace extending upward from 1,200 feet above the surface within 6 miles east and 9 miles west of the 180° and 360° bearings from the Lakeview RBN extending from 5 miles north to 18 miles south of the RBN.

Lamar, Colo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Lamar Airport (latitude 38°04'10" N., longitude 102°41'25" W.) and within 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.

AMENDMENTS 6/25/70 35 F. R. 6749 (Rewritten); Corr: 35 F. R. 7858

Lambertville, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wagon Wheel Airport (latitude 41°43'45" N., longitude 83°39'45" W.) and within 2 miles each side of the 357° radial of the Waterville, Ohio, VORTAC, extending from the 5-mile radius area to 14 miles north of the VORTAC; excluding the portion which overlies the Toledo, Ohio, 700-foot floor transition area.
AMENDMENTS 12/10/70 35 F. R. 15907 (Added)

Lanai, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lanai Airport (latitude 20°47'30" N., longitude 156°57'00" W.).

Lancaster, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa., and within 5 miles SW and 8 miles NE of the Lancaster VOR 128° radial extending from the VOR to 12 miles SE; within 5 miles N and 8 miles S of the Lancaster VOR 260° radial extending from the VOR to 12 miles W.

Land O'Lakes, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Land O'Lakes Municipal Airport (latitude 46°09'15" N., longitude 89°12'40" W.); and within 8 miles SW and 5 miles NE of the 311° bearing from the Land O'Lakes Airport, extending from the airport to 12 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 4 nm each side of the Rhinelander, Wis., VOR 018° radial, extending from the arc of a 12-mile radius circle centered on the Rhinelander VOR to the Land O'Lakes Airport.

Langhorne, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°11'15" N., 74°54'00" W., of Buehl Field, Langhorne, Pa., excluding the portion which coincides with the North Philadelphia, Pa., transition area. This transition area shall be effective from sunrise to sunset, daily.

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.
AMENDMENTS 11/12/70 35 F. R. 14303 (Added)

Lansing, Mich.
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Capital City Airport (latitude 42°46'40" N., longitude 84°35'20" W.); within 3 miles each side of the Lansing ILS localizer east course, extending from the 8½-mile radius area to 14 miles east of the OM; and within 3 miles each side of the Lansing ILS localizer west course, extending from the 8½-mile radius area to 14 miles west of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 43°16'00" N., on the east by longitude 84°05'00" W., on the south by a line beginning at latitude 42°30'00" N., longitude 84°05'00" W., to latitude 42°30'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 84°50'00" W., to latitude 42°38'00" N., longitude 85°15'00" W., and on the west by longitude 85°15'00" W.; and within the area bounded on the north by V-216, on the east by longitude 84°25'00" W., on the south by latitude 43°16'00" N., and on the west by longitude 85°02'00" W.

Lapeer, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dupont-Lapeer Airport (latitude 43°04'10" N., longitude 83°16'15" W.); and within 2 miles each side of the Flint, Mich., VORTAC 074° radial extending from the 5-mile radius area to 18 miles east of the VORTAC.

Laramie, Wyo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of General Brees Field, Laramie, Wyo. (latitude 41°18'50" N., longitude 105°40'25" W.); within 5 miles each side of the Laramie VORTAC 301° radial, extending from the 9-mile radius area to 11.5 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6 miles southwest and 9.5 miles northeast of the Laramie VORTAC 301° radial, extending from the VORTAC to 19 miles northwest of the VORTAC.
AMENDMENTS 9/17/70 35 F. R. 11898 (Rewritten)

Laredo, Tex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Laredo AFB (latitude 27°32'35" N., longitude 99°27'40" W.), within a 12-mile radius of the Laredo VORTAC extending from a line 5 miles northeast of and parallel to the Laredo VORTAC 149° radial clockwise to the United States-Mexico border, within 2 miles each side of the Laredo VORTAC 326° radial extending from the 9-mile radius area to 20 miles northwest of the VORTAC, within 2 miles each side of the border TACAN 337° radial extending from the 9-mile radius area to 21 miles northwest of the TACAN, within 2 miles each side of the border TACAN 348° radial extending from the 9-mile radius area to 17.5 miles north of the TACAN and within 2 miles each side of the border TACAN 360° radial extending from the 9-mile radius area to 15 miles north of the TACAN, excluding those portions outside the United States.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

PENDING AMENDMENT
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. 106°55'18" W.); and within 3.5 miles either side of the Las Cruces NDB (lat. 32°16'56" N., long. 106°55'23" W.) 180° bearing extending from the 10.5-mile radius areas to 12 miles south of the NDB.
AMENDMENTS 2/4/71 35 F. R. 19172 (Added)

Las Vegas, Nev.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 36°11'00" N., longitude 115°28'00" W., to latitude 36°11'00" N., longitude 115°11'00" W., to latitude 36°24'00" N., longitude 115°00'00" W., to latitude 36°18'00" N., longitude 114°51'00" W., to latitude 36°00'00" N., longitude 114°50'00" W., to latitude 35°52'00" N., longitude 115°11'00" W., to latitude 35°52'00" N., longitude 115°28'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°16'00" N., longitude 115°32'00" W., to latitude 36°58'00" N., longitude 114°41'00" W., to latitude 36°58'00" N., longitude 114°07'00" W., to latitude 36°47'00" N., longitude 113°59'00" W., to latitude 36°44'00" N., longitude 114°05'00" W., to latitude 36°25'00" N., longitude 114°05'00" W., to latitude 36°19'00" N., longitude 114°14'00" W., to latitude 35°39'00" N., longitude 114°14'00" W., to latitude 35°39'00" N., longitude 114°57'00" W., to latitude 35°30'00" N., longitude 115°02'00" W., to latitude 35°00'00" N., longitude 115°02'00" W., to latitude 35°00'00" N., longitude 115°24'00" W., to latitude 35°14'00" N., longitude 115°24'00" W., to latitude 35°14'00" N., longitude 115°50'00" W., to latitude 35°36'00" N., longitude 115°50'00" W., to latitude 36°06'00" N., longitude 116°18'00" W., to latitude 36°13'00" N., longitude 116°18'00" W., thence to point of beginning; that airspace extending upward from 9,000 feet MSL 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°25'00" N., longitude 114°05'00" W., to latitude 36°44'00" N., longitude 114°05'00" W., to point of beginning.
AMENDMENTS 8/20/70 35 F. R. 10503 (Changed)

Las Vegas, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Las Vegas Municipal Airport (latitude 35°39'25" N., longitude 105°08'35" W.).

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Latrobe, Pa.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center 40°16'35" N., 79°24'20" W. of Westmoreland-Latrobe Airport, Latrobe, Pa.; within 5 miles Southeast and 8 miles Northwest of the 046° bearing from the Latrobe RBN 40°22'32" N., 79°16'19" W., extending from the RBN to 12 miles Northeast of the RBN and within 5 miles Southeast and 7 miles Northwest of the 226° bearing from the Latrobe RBN extending from the RBN to 6 miles Southwest of the RBN.

Laurel, Miss.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Laurel Municipal Airport (latitude 31°40'10" N., longitude 89°10'20" W.); within 9.5 miles southwest and 4.5 miles northeast of the Laurel VOR 330° radial, extending from the 7-mile radius area to 18.5 miles northwest of the VOR.

Laurinburg, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Laurinburg-Maxton Airport (latitude 34°47'25" N., longitude 79°21'55" W.); within 3 miles each side of Pinehurst VORTAC 157° radial, extending from the 8.5-mile radius area to 20 miles southeast of the VORTAC.

AMENDMENTS 2/5/70 34 F. R. 19245 (Rewritten)

Lawrence, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lawrence Municipal Airport (latitude 39°00'35" N., longitude 95°13'00" W.); and within 2 miles each side of the Topeka, Kans., VORTAC 117° radial extending from the 5-mile radius area to 13 miles southeast of the VORTAC.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18454 (Added)

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.

AMENDMENTS 5/21/70 35 F. R. 6859 (Changed)

Lawrenceville, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 36°46'20" N., 77°47'45" W.,of Lawrenceville Municipal Airport, Lawrenceville, Va., and within 2 miles each side of the Lawrenceville VOR 117° radial, extending from the 5-mile radius area to the VOR.

AMENDMENTS 4/30/70 35 F. R. 3221 (Rewritten)

Lawton, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawton Municipal Airport (latitude 34°34'15" N., longitude 98°24'55" W.), within 8 miles W and 5 miles E of the Lawton VOR 357° and 177° radials, extending from 5 miles N to 12 miles S of the VOR, and within 2 miles each side of the 180° bearing from the Fort Sill RBN extending from the 7-mile radius area to the RBN.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Lebanon, N. H.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 43°37'35" N., 72°18'10" W. of Lebanon Regional Airport, Lebanon, N. H., extending clockwise from the 210° to the 030° bearing from the airport and within a 15-mile radius of Lebanon Regional Airport extending clockwise from the 030° to the 210° bearing from the airport and within 4.5 miles southeast and 9.5 miles northwest of the Lebanon VOR 051° radial extending from the Lebanon VOR to 18.5 miles northeast of the VOR.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 43°11'00" N., 72°39'00" W. to 43°47'00" N., 72°39'00" W. to 43°55'00" N., 72°16'00" W. to 43°43'00" N., 71°50'00" W. to 43°35'00" N., 71°55'00" W. to 42°55'00" N., 72°00'00" W. to 43°05'00" N., 72°13'00" W. to the point of beginning.

AMENDMENTS 3/5/70 35 F. R. 803 (Changed)

Leesburg, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°04'45" N., 77°33'26" W., of Leesburg Municipal (Godfrey) Airport and within 2 miles each side of a bearing 079° from the Poolesville, Md., RBN extending from the 6-mile radius area to 8 miles east of the RBN, excluding the portion within the Washington, D. C., transition area.

Le Mars, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Le Mars Municipal Airport (latitude 42°46'40" N., longitude 96°11'40" W.); and within 3 miles each side of the 345° bearing from Le Mars Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 165° and 345° bearings from Le Mars Municipal Airport, extending from 4 miles south to 18½ miles north of the airport.

Lemoore, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the NAS Lemoore TACAN; and that airspace extending upward from 1,200 feet above the surface bounded on the E by a line extending from latitude 36° 46' 00" N., longitude 120° 03' 50" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., to latitude 36° 37' 00" N., longitude 119° 44' 10" W., thence S along the W boundary of V-23 to longitude 119° 30' 00" W., thence to latitude 35° 43' 50" N., longitude 119° 30' 00" W., on the S by latitude 35° 43' 50" N., on the W by V-485 S of the Priest, Calif., VOR and V-113 N of the Priest VOR, and on the N by V-230.

Lewisburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°51'35" N., 80°23'55" W. of Greenbrier Valley Airport, Lewisburg, W. Va.; within 2 miles each side of the Runway 22 centerline, extended from the 7-mile radius area to 8 miles southwest of the end of the runway; within 2 miles each side of the Runway 4 centerline, extended from the 7-mile radius area to 15.5 miles northeast of the end of the runway; within 2 miles each side of the White Sulphur Springs, W. Va., VOR 321° radial, extending from the 7-mile radius area to the VOR.

Lewiston, Idaho
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lewiston-Nez Perce County Airport (latitude 46°22'34" N., longitude 117°00'53" W.), and within 2 miles each side of the Lewiston VOR 263° radial extending from the 5-mile radius area to the VOR, and within 2.5 miles each side of the Lewiston VOR 065° and 245° radial extending from 1 mile southwest to 6 miles northeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 5 miles southeast of the Lewiston VOR 065° radial, extending from the VOR to 19 miles northeast of the VOR, within 5 miles each side of the Lewiston VOR 266° radial extending from 7 to 15 miles west of the VOR, and that airspace extending upward from 6,500 feet MSL within 12 miles northwest and 8 miles southeast of the Lewiston VOR 065° and 245° radials, extending from 11 miles southwest to 23 miles northeast of the VOR.

AMENDMENTS 4/2/70 35 F. R. 943 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465

Lewistown, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.); and within 2 miles each side of the Lewistown VOR 104° and 289° radials extending from 19 miles E to 8 miles W of the VOR; and that airspace extending upward from 1200 feet above the surface within 5 miles N and 8 miles S of the Lewistown VOR 109° and 289° radials extending from 7 miles E to 13 miles W of the VOR and within the area W of the Lewistown VOR bounded on the S by a line 5 miles S and parallel to the Lewistown VOR 259° radial, on the W by the arc of a 30-mile radius circle centered on the Lewistown VOR and on the N by a line 5 miles N of and parallel to the Lewistown VOR 289° radial.

Lexington, Ky.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 38°02'10" N., 84°36'15" W. of Blue Grass Field, Lexington, Ky., and within 2 miles each side of the Lexington Blue Grass ILS localizer NE course extending from the 7-mile radius area to 13 miles NE of the localizer; within 5 miles SE and 8 miles NW of the Lexington Blue Grass ILS SW course extending from the Lexington RBN to 12 miles SW of the RBN and within 2 miles each side of the Lexington VORTAC 304° radial extending from the 7-mile radius area to the VORTAC.
That airspace extending upwards from 1,200 feet above the surface beginning at: 38°24'00" N., 85°00'00" W. to 38°20'00" N., 84°30'00" W. to 38°30'00" N., 83°59'00" W. to 38°30'00" N., 83°18'00" W. to 38°00'00" N., 82°55'00" W. to 37°56'00" N., 83°40'00" W. to 37°39'00" N., 83°40'00" W. to 37°30'00" N., 83°46'00" W. to 37°24'00" N., 84°00'00" W. to 37°25'00" N., 85°00'00" W. to point of beginning.

Lexington, Tenn.
That airspace extending upward from 700 feet above the surface within 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.
AMENDMENTS 3/5/70 35 F. R. 310 (Rewritten)

Liberal, Kans.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Liberal Municipal Airport (latitude 37°02'35" N., longitude 100°57'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Liberal Municipal Airport, excluding the portion within the State of Oklahoma.
AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

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; and that airspace extending upward from 1,200 feet above the surface within the arc of a 25-mile radius circle centered on the Lihue VORTAC, extending clockwise from a line 5 miles west of and parallel to the Lihue VORTAC 021° radial to V-2, excluding the portion within W-511.
AMENDMENTS 10/15/70 35 F. R. 12835 (Rewritten)

Lima, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°42'31" N., 84°01'37" W. of Allen County Airport, Limi, Ohio; within 2 miles each side of the Allen County VOR 090 radial extending from the 6-mile radius area to 8 miles east of the VOR; within a 5-mile radius of the center 40°45'45" N., 84°10'35" W., of Lima Airport, Lima, Ohio; and within 2 miles each side of a 274° bearing from the Lima, Ohio, RBN (40°45'41" N., 84°10'46" W.) extending from the 5-mile radius area to 8 miles west of the RBN.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 40°30'00" N., 83°10'00" W. to 40°30'00" N., 83°50'00" W. to 40°29'00" N., 84°14'00" W., to 40°32'00" N., 84°30'00" W. to 40°51'00" N., 84°30'00" W., 40°51'00" N., 84°00'00" W., to 40°50'00" N., 83°30'00" W. to the point of beginning.

Lincoln, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Logan County Airport (latitude 40°09'40" N., longitude 89°20'05" W.); and within 2½ miles each side of the Capital, Ill., VORTAC 041° radial, extending from the 5-mile radius area to 17 miles northeast of the VORTAC.

Lincoln, Nebr.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lincoln Municipal Airport (latitude 40°50'45" N., longitude 96°45'20" W.); within the area bounded by a line 5 miles west of and parallel to the Lincoln ILS localizer south course clockwise along a 17-mile arc centered on the Lincoln Municipal Airport to a line 2 miles east of and parallel to the Lincoln VORTAC 015° radial; and within 5 miles west and 9 miles east of the Lincoln ILS localizer south course, extending from the 9-mile radius area to 13 miles south of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line starting at the intersection of longitude 97°02'00" W. and the north edge of V-216, thence north to and clockwise around the arc of a 29-mile radius circle centered on Lincoln Municipal Airport, to latitude 41°15'00" N., longitude 96°35'00" W., thence northeast to latitude 41°19'00" N., longitude 96°30'00" W., thence southeast to latitude 41°16'00" N., longitude 96°23'00" W., thence south along longitude 96°23'00" W., to and west along the north edge of V-216 to the point of beginning; and that airspace extending upward from 3,500 feet MSL bounded by a line starting at the intersection of longitude 97°02'00" W. and the north edge of V-216, thence north to and clockwise around the arc of a 29-mile radius circle centered on Lincoln Municipal Airport to latitude 41°15'00" N., longitude 96°35'00" W., thence northeast to latitude 41°19'00" N., longitude 96°30'00" W., thence southeast to latitude 41°16'00" N., longitude 96°23'00" W., thence north along longitude 96°23'00" W., to and west along the south edge of V-172, to and south along longitude 98°00'00" W., to and east along the north edge of V-216 to the point of beginning.

Little Rock, Ark.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°39'15" N., longitude 92°36'00" W., thence to latitude 35°06'00" N., longitude 92°18'00" W., to latitude 35°06'00" N., longitude 91°58'00" W., to latitude 34°47'00" N., longitude 91°56'00" W., to latitude 34°31'00" N., longitude 92°01'00" W., to latitude 34°26'00" N., longitude 92°30'00" W., to latitude 34°28'00" 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 point of beginning.

AMENDMENTS 9/17/70 35 F. R. 11900 (Rewritten)

Livingston, Mont.
That airspace extending upward from 1,200 feet above the surface within 5 miles NE and 8 miles SW of the Livingston VORTAC 150° and 330° radials, extending from 7 miles SE to 14 miles NW of the VORTAC; and within a 12-mile radius of the Livingston VORTAC, extending from the 261° VORTAC radial clockwise to the 085° VORTAC radial.

Logan, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Logan-Cache Airport (latitude 41°47'09" N., longitude 111°50'53" W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-4, on the east by longitude 111°40'30" W., on the south by the north edge of V-288, on the west by the east edge of V-21; and that airspace extending upward from 10,500 feet MSL bounded on the northeast by the southwest edge of V-4S, on the west by longitude 111°40'30" W., and on the south by the north edge of V-288.

Logansport, Ky.
That airspace extending upward from 1,200 feet above the surface, northwest of the Bowling Green, Ky., 1,200-foot transition area bounded on the southwest by V-7E, on the north by V-178, on the east by V-243 and on the southeast by the Bowling Green, Ky., 1,200-foot transition area.

AMENDMENTS 6/25/70 35 F. R. 7379 (Rewritten)

London, Ky.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 37°05'20" N., 84°04'27" W. of Corbin-London Memorial Airport, London, Ky., and within 2 miles each side of the London VOR 205° radial extending from the 8-mile radius area to 8 miles SW of the VOR.
That airspace extending upward from 1200 feet above the surface bounded by a line beginning at 36°50'00" N., 84°18'00" W. to 37°13'00" N., 84°18'00" W. to 37°13'00" N., 83°52'00" W. to 36°50'00" N., 83°52'00" W. to the point of beginning.

Lone Rock, Wis.
That airspace extending upward from 1,200 feet above the surface within 10 miles S and 7 miles N of the Lone Rock VORTAC 089° and 269° radials, extending from 9 miles E to 20 miles W of the VORTAC.

Lone Star, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lone Star Airport (latitude 32°55'40" N., longitude 94°44'50" W.); and within 2 miles each side of the 316° bearing from the Lone Star RBN, extending from the 5-mile radius area to 8 miles NW of the RBN.

Longview, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.); within 2 miles each side of the Gregg County ILS localizer NW course, extending from the 6-mile radius area to 8 miles NW of the OM, within 2 miles each side of the Gregg County ILS localizer SE course, extending from the 6-mile radius area to 14 miles SE of the airport, within 2 miles each side of the Gregg County VORTAC 149° radial extending from the 6-mile radius area to 17.5 miles southeast of the VORTAC, and within 2 miles each side of the Gregg County VORTAC 313° radial extending from the 6-mile radius area to 8 miles NW of the VORTAC.

Los Angeles, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°05'00" N., longitude 118°33'00" W.; to latitude 34°05'00" N., longitude 118°15'00" W.; to latitude 34°00'00" N., longitude 118°15'00" W.; to latitude 34°00'00" N., longitude 118°07'00" W.; to latitude 33°56'00" N., longitude 118°07'00" W.; to latitude 33°56'00" N., longitude 117°53'00" W.; to latitude 33°46'00" N., longitude 117°45'00" W.; to latitude 33°39'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°45'00" N., longitude 118°22'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°00'00" N., longitude 119°05'00" W.; to latitude 34°00'00" N., longitude 118°33'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; to latitude 33°45'00" N., longitude 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.

PENDING AMENDMENT
Los Banos, Calif.
That airspace extending upwards from 700 feet above the surface within a 3-mile radius of Los Banos Municipal Airport (latitude 37°03'43" N., longitude 120°52'05" W.) and within 3 miles each side of the Los Banos VORTAC 348° radial, extending from the 3-mile radius area to 18.5 miles north of the VORTAC.

AMENDMENTS 3/4/71 36 F. R. 147 (Added)

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 a line beginning at latitude 30°07'20" N., longitude 88°51'00" W. (point of intersection of the Louisiana/Mississippi State line and longitude 88°51'00" W.), thence south to latitude 29°55'00" N., longitude 88°51'00" W., thence west to latitude 29°55'00" N., longitude 89°18'00" W., thence south to latitude 29°41'00" N, longitude 89°18'00" W., to latitude 29°33'00" N., longitude 89°16'00" W., thence southwest to latitude 29°28'35" N., longitude 89°23'50" W., thence southeast along the outer limits of the territorial waters of the United States to the north boundary of Control 1226, thence west along the north boundary of Control 1226 to latitude 29°13'30" N., longitude 89°51'00" W., thence southwest to latitude 28°57'00" N., longitude 90°01'00" W., thence west to latitude 28°59'00" N., longitude 90°15'00" W., thence northwest to latitude 29°11'00" N., longitude 90°25'00" W., thence north to latitude 29°15'00" N., longitude 90°25'00" W., thence west to latitude 29°15'00" N., longitude 91°05'00" W., thence north to latitude 29°25'00" N., longitude 91°05'00" W., thence west to latitude 29°25'00" N., longitude 91°27'30" W., thence northwest to latitude 29°33'00" N., longitude 91°35'30" W., thence west via latitude 29°33'00" N., to longitude 92°36'00" W., thence north to latitude 29°35'00" N., longitude 92°36'00" W., thence west via latitude 29°35'00" N., to and counterclockwise along the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., to the Louisiana/Texas State line.

AMENDMENTS 3/5/70 35 F. R. 6 (Added)

Louisville, Ky.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 38°10'33" N., 85°44'12" W. of Standiford Field, Louisville, Ky., within 5 miles E and 8 miles W of the Standiford ILS localizer S course extending from the 12-mile radius area to 12 miles S of the OM; within 2 miles each side of the Standiford Field localizer west course, extending from the 12-mile radius area to 8 miles west of the intersection of the Standiford Field localizer west course and the Nabb, Indiana VOR 206° radial; within 5 miles south and 8 miles north of the Standiford Field localizer east course, extending from the 12-mile radius area to 12 miles east of the LOM; within a 6-mile radius of the
center. 37°54'25" N., 85°58'15" W. of Godman AAF, Fort Knox, Ky., within 5 miles E and 8 miles W of the 167° radial of the Fort Knox VOR (37°54'27" N., 85°58'23" W.) extending from the VOR to 12 miles S of the VOR; within 2 miles each side of the 326° radial of the Fort Knox VOR extending from the 6-mile radius area to 8 miles NW of the VOR; within 2 miles each side of the 354° bearing from the Fort Knox RBN extending from the 6 mile radius area to 8 miles N of the RBN; within 2 miles each side of the Fort Knox VOR 005° radial extending from the 6-mile radius area to 8 miles N of the VOR.
That airspace extending upward from 1,200 feet above the surface beginning at latitude 38°43'50" N., longitude 85°20'47" W., to latitude 38°26'00" N., longitude 85°15'00" W., to latitude 38°24'00" W., longitude 85°00'00" W., to latitude 37°25'00" N., longitude 85°00'00" W., to latitude 37°05'00" N., longitude 85°11'00" W., to latitude 37°00'00" N., longitude 85°34'00" W., to latitude 37°32'00" N., longitude 85°45'00" W., to latitude 37°26'00" N., longitude 86°30'00" W., to latitude 38°02'50" N., longitude 86°30'00" W., thence via the Indiana State boundary to the point of beginning.

AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Lovelock, Nev.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lovelock VORTAC 068° and 248° radials, extending from 20 miles E to 7 miles W of the VORTAC, and within 7 miles NW and 10 miles SE of the Lovelock VORTAC 058° and 238° radials, extending from 20 miles SW to 7 miles NE of the VORTAC.

Lubbock, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 33°42'15" N., longitude 101°54'45" W.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Lucin, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lucin VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Ludington, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mason County Airport (latitude 43°57'40" N., longitude 86°24'30" W.); and within 2 miles each side of the 055° bearing from Mason County Airport, extending from the 5-mile radius area to 8 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 8 miles southeast of the 055° bearing from Mason County Airport, extending from the airport to 12 miles northeast of the airport; and within 5 miles each side of the 235° bearing from Mason County Airport, extending from the airport to 12 miles southwest of the airport.

Lufkin, Tex.
That airspace extending upward from 700 feet above the surface within 8 miles E and 5 miles W of the Lufkin VOR 157° radial, extending from the VOR to 12 miles SE; within 5 miles each side of the Lufkin VOR 337° radial extending from the VOR to 5 miles NW.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Lumberton, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Lumberton Municipal Airport (latitude 34°36'36" N., longitude 79°03'30" W.); within 3 miles each side of the 302° bearing from Lumberton RBN (latitude 34°36'48" N., longitude 79°03'36" W.), extending from the 8.5-mile radius area to 8.5 miles northwest of the RBN.

AMENDMENTS 2/5/70 34 F. R. 19245 (Rewritten)

Lynchburg, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 37°19'40" N., 79°12'05" W., of Lynchburg-Preston Glenn Airport, Lynchburg, Va.; within 2 miles each side of the airport ILS localizer SW course extending from the 8-mile radius area to the Evington RBN; within 2 miles each side of the Lynchburg VORTAC 201° radial extending from the 8-mile radius area to 8 miles SW of the VORTAC, within 2 miles each side of the Lynchburg VORTAC 076° radial extending from the 8-mile radius area to 11 miles E of the VORTAC.

Macomb, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Macomb Municipal Airport (latitude 40°31'10" N., longitude 90°39'15" W.); and within 2 miles each side of the 085° bearing from Macomb Municipal Airport, extending from the 5-mile radius area to 8 miles east of the airport.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

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 3 miles each side of Macon ILS localizer southwest course, extending from the 14-mile radius area to 8.5 miles southwest of the LOM.

AMENDMENTS 6/25/70 35 F. R. 6917 (Rewritten)

Madison, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Madison Municipal Airport (latitude 33°36'46" N., longitude 83°27'39" W.); within 2 miles each side of the Athens VORTAC 199° radial, extending from the 5-mile radius area to 18 miles south of the VORTAC.

Madison, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Madison Municipal Airport (latitude 38°45'40" N., longitude 85°27'50" W.); and within 3 miles each side of the 206° bearing from Madison Municipal Airport, extending from the 5-mile radius area to 8 miles southwest of the airport, excluding the portion which overlies Restricted Area R-3403.

Madison, Minn.
That airspace extending upward from 1,200 feet above the surface within 9 miles N and 6 miles S of the Watertown, S. Dak., VOR 086° radial, extending from 37 miles E to 64 miles E of the VOR.

Madison, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Truax Field (latitude 43°08'15" N., longitude 89°20'10" W.); within 2 miles each side of the Madison ILS localizer north and south courses, extending from the 9-mile radius area to 8 miles north of the Windsor marker and 8 miles south of the OM; within 8 miles northeast and 5 miles southwest of the Madison VOR 134° radial, extending from the 9-mile radius area to 12 miles southeast of the VOR; and within 8 miles southwest and 5 miles northeast of the Madison VOR 320° radial, extending from the 9-mile radius area to 12 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the north by a line extending from latitude 43°43'00" N., longitude 89°55'00" W., to latitude 43°30'00" N., longitude 88°30'00" W.; on the east by longitude 88°30'00" W.; on the south by latitude 42°45'00" N.; and on the west by longitude 89°55'00" W.

Madisonville, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 37°21'17" N., 87°24'02" W. of Madisonville Municipal Airport, Madisonville, Ky., and within 2 miles each side of the Central City VOR 256° radial extending from the 5-mile radius area to the VOR.

Malad City, Idaho
That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Malad City VORTAC 165° and 345° radials, extending from 18 miles S to 8 miles N of the VORTAC, and within 5 miles N and 8 miles S of the Malad City VORTAC 290° radial, extending from the VORTAC to 12 miles W of the VORTAC.

Malden, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Malden Municipal Airport (latitude 36°36'30" N., longitude 89°59'00" W.), and within 2 miles each side of the Malden VOR 120° radial, extending from the 6-mile radius to 8 miles SE of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Malden VOR 120° and 300° radials, extending from 2 miles NW to 12 miles SE of the VOR.

Manhattan, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Manhattan Airport (latitude 39°08'35" N., longitude 96°40'05" W.), within 2 miles each side of the Manhattan VOR 046° radial extending from the 7-mile radius area to 8 miles NE of the VOR; within 2 miles NE and 3 miles SW of the 127° bearing from the Manhattan RBN, extending from the RBN to 10 miles SE; within 6 miles S and 9 miles N of the Fort Riley VOR 059° radial extending from the VOR to 21 miles NE; within 2 miles each side of the Fort Riley VOR 222° radial extending from the VOR to 8 miles SW; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°27'00" N., longitude 96°31'00" W., direct to latitude 39°02'50" N., longitude 97°28'20" W., thence S clockwise along the arc of the 14-mile radius circle centered on the Salina VORTAC, to the N edge of V-4S, thence E along the N boundary of V-4s to the Emporia VORTAC 346° radial, thence N along the Emporia VORTAC 346° radial to the point of beginning.

Manila, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manila Municipal Airport (latitude 35°53'25" N., longitude 90°09'20" W.); and within 2 miles each side of the 175° bearing from the Manila RBN (latitude 35°53'25" N., longitude 90°09'20" W.), extending from the 5-mile radius area to 8 miles south of the RBN.

Manistee, Mich.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Manistee-Blacker Airport (latitude 44°16'25" N., longitude 86°15'00" W.); within 5 miles north and 8 miles south of the Manistee VOR 274° radial, extending from 9-mile radius area to 16 miles west of the VOR; and within 5 miles south and 8 miles north of the Manistee VOR 099° radial, extending from the 9-mile radius area to 12 miles east of the VOR.

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 (latitude 44°13'15" N., longitude 93°55'00" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 8 miles west of the 167° bearing from Mankato Municipal Airport, extending from the airport to 13 miles south of the airport; and within 5 miles each side of the 347° bearing from Mankato Municipal Airport, extending from the airport to 12 miles north of the airport.

AMENDMENTS 7/23/70 35 F. R. 8655 (Rewritten)

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 a 1.5-mile radius of the Goat Island Airport (latitude 33°30'26" N., longitude 80°18'41" W.); within a 1.5-mile radius of the Grayson (private) Airport (latitude 33°36'48" N., longitude 80°20'17" W.); and within 2 miles each side of the Vance VOR 061° radial, extending from the 6.5-mile radius area to the VOR.

AMENDMENTS 12/22/69 35 F. R. 103 (Changed)

Mansfield, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°00'05" N., 71°11'55" W., of the Mansfield Municipal Airport, Mansfield, Mass., and within 2 miles each side of the Whitman, Mass., VOR 249° radial extending from the 5-mile radius area to the VOR, excluding that portion that coincides with the Boston, Mass., transition area.

Mansfield, Ohio
That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of the Mansfield Lahm Municipal Airport (latitude 40°49'15" N., longitude 82°30'45" W.); and within a 5-mile radius of the Galion Municipal Airport (latitude 40°45'10" N., longitude 82°43'35" W.); within 5 miles SW and 8 miles NE of the Mansfield Lahm Municipal Airport ILS localizer SE course, extending from the ILS LOM to 12 miles SE, within 2 miles each side of the Mansfield VORTAC 307° radial, extending from the VORTAC to 12 miles NW of the VORTAC; within 2 miles each side of the Mansfield Lahm Municipal Airport localizer northwest course, extending from the Mansfield Lahm Municipal Airport 8.5-mile radius area to 14 miles northwest of the localizer; within a 10-mile radius arc of the Mansfield VORTAC, extending clockwise from the Mansfield VORTAC 180° radial to the Mansfield VORTAC 197° radial; within 5 miles southwest and 8 miles northeast of the Mansfield VORTAC 130° radial, extending from 10 miles southeast of the VORTAC to 22 miles southeast of the VORTAC; within 2 miles each side of the Mansfield VORTAC 221° radial, extending from the Galion Municipal Airport 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line extending from the Tiverton VORTAC; to latitude 40°30'00" N., longitude 83°10'00" W., to latitude 40°50'00" N., longitude 83°30'00" W., to latitude 41°11'00" N., longitude 83°19'00" W., to latitude 41°14'00" N., longitude 82°57'00" W.; thence counterclockwise via a 21-mile radius arc of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.) to latitude 41°08'40" N., longitude 82°32'00" W.; to latitude 40°56'30" N., longitude 82°12'00" W; thence counterclockwise via a 37-mile radius arc of the Cleveland-Hopkins Airport (latitude 41°24'30" N., longitude 81°51'00" W.) to latitude 40°54'00" N., longitude 82°04'00" W. to the point of beginning.

Maples, Mo.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 5 miles NW of the Maples VOR 057° and 237° radials, extending from 7 miles NE to 13 miles SW of the VOR, excluding that portion within the Fort Leonard Wood, Mo., transition area.

Marathon, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Marathon Flight Strip (lat. 24°43'10" N., long. 81°03'05" W.); within 3 miles each side of the 255° bearing from Marathon RBN, extending from the 6.5-mile radius area to 8.5 miles west of the RBN; excluding the airspace outside the continental limits of the United States.

AMENDMENTS 11/12/70 35 F. R. 14649 (Added)

Marfa, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marfa Municipal Airport (latitude 30°22'15" N., longitude 104°01'15" W.) and within 5 miles NE and 8 miles SW of the Marfa VOR 324° and 144° radials extending from 5 miles NW to 14 miles SE of the VOR.

Marianna, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Marianna Municipal Airport (latitude 30°50'08" N., longitude 85°11'02" W.), and within 2 miles each side of the Marianna VOR 127° radial extending from the 8-mile radius area to 8 miles SE of the VOR.

Marion, Ill.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°53'40" N., longitude 88°48'35" W., thence west to latitude 37°56'25" N., longitude 89°02'40" W., thence west to latitude 37°58'45" N., longitude 89°20'25" W., thence south to latitude 37°48'30" N., longitude 89°23'50" W., thence south along longitude 89°23'50" W., to latitude 37°43'30" N., thence southeast to latitude 37°32'50" N., longitude 88°59'00" W., thence northeast to latitude 37°42'35" N., longitude 88°52'15" W., thence north to the point of beginning.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Marion, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marion Municipal Airport (latitude 40°29'25" N., longitude 85°40'40" W.), and within 2 miles each side of the Marion VOR 042°, 155°, 211°, and 320° radials extending from the 5-mile radius area to 8 miles northeast, southeast, southwest, and northwest of the VOR.

Marion, Ky.
That airspace extending upward from 1,200 feet above the surface, bounded on the NE by a line extending from latitude 37°25'50" N., longitude 88°17'40" W., to latitude 37°18'05" N., longitude 87°54'40" W., on the SE by V-178 and on the NW by V-11.

Marion, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marion Muncipal Airport (latitude 40°36'55" N., longitude 83°03'55" W.); within 2 miles each side of a 328° bearing from the Marion RBN extending from the 5-mile radius area to 8 miles NW of the RBN.

Marion, S. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marion County Airport (latitude 34°11'00" N., longitude 79°20'00" W.); within 2 miles each side of the Florence VORTAC 101° radial, extending from the 6-mile radius area to the Florence VORTAC excluding the portion that coincides with the Florence transition area.

Marks, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Riverside Industries Airport (latitude 34°13'50" N., longitude 90°17'25" W.); within 3 miles each side of the 197° bearing from Marks, Miss., RBN (latitude 34°13'50" N., longitude 90°17'28" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Marquette, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marquette County Airport (latitude 46°32'03" N., longitude 87°33'35" W.); within 8 miles S and 5 miles N of the Marquette VOR 250° radial extending from the VOR to 12 miles W of the VOR; within an 8-mile radius of K. I. Sawyer AFB (latitude 46°21'15" N., longitude 87°23'40" W.); within 2 miles each side of the K. I. Sawyer AFB ILS localizer course extending from the 8-mile radius area to 12 miles S of the LOM; within 2 miles each side of the K. I. Sawyer AFB TACAN 183° radial, extending from the 8-mile radius area to 12 miles S of the TACAN; and within 2 miles E and 5 miles W of the K. I. Sawyer AFB TACAN 015° radial, extending from the 8-mile radius area to 12 miles N of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of K. I. Sawyer AFB, excluding the portion which overlies the Escanaba, Mich., transition area.

Marshall, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshall, Mich., Brooks Field (latitude 42°15'05" N., longitude 84°57'25" W.) and within 2 miles each side of the Battle Creek, Mich., VORTAC 105° radial extending from the 5-mile radius area to 7 miles east of the airport, excluding the portion which coincides with the Battle Creek, Mich., transition area.

Marshall, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marshall Municipal Airport (latitude 44°26'50" N., longitude 95°49'10" W.); and within 2 miles each side of the 325° bearing from Marshall Municipal Airport, extending from the 7-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 325° bearing from Marshall Municipal Airport, extending from the airport to 12 miles northwest of the airport.

Marshalltown, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marshalltown Municipal Airport (latitude 42°06'45" N., longitude 92°54'50" W.); and within 2 miles each side of the 321° bearing from Marshalltown Municipal Airport, extending from the 6-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 321° bearing from Marshalltown Municipal Airport, extending from the airport to 12 miles northwest of the airport, excluding the airspace within the Waterloo, Iowa, transition area.

Marshfield, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Airport (42°05'45" N., 70°40'25" W.), Marshfield, Mass.; and within 2 miles each side of the centerline of Runway 24 extended from the end of the runway to 5 miles southwest, excluding the portion that coincides with the Boston, Mass. 700-foot floor transition area and excluding the portion outside the United States.

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, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center. 40°17'45" N., 78°19'10" W. of Blair County Airport, Martinsburg, Pa., within 2 miles each side of the centerline of runway 20 extended from the 7-mile radius area to 9 miles south of the end of the runway; and within 8 miles west and 5 miles east of the Altoona VOR 026° radial extending from the VOR to 12 miles north of the VOR.

Martinsburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°24'05" N., 77°59'00" W., of Martinsburg Airport, Martinsburg, W. Va.

Martinsville, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center (36°37'50" N., 80°01'00" W.), of Blue Ridge Airport, Martinsville, Va.; within 2 miles each side of the Runway 30 centerline, extended from the 6.5-mile radius area to 14 miles northwest of the end of the runway; within 2 miles each side of the Runway 12 centerline, extended from the 6.5-mile radius area to 7.5 miles southeast of the end of the runway and within 3.5 miles each side of the 176° bearing from the Blue Ridge REN (36°37'45" N., 80°01'00" W.), extending from the 6.5-mile radius area to 11.5 miles south of the REN.

Marysville, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Beale AFB (latitude 39°08'10" N., longitude 121°26'05" W.); within an 8-mile radius of Yuba County Airport, Marysville, Calif. (latitude 39°05'50" N., longitude 121°34'00" W.), within 8 miles west and 5 miles east of the Beale VOR 162° and 342° radials, extending from the Beale 10-mile radius area to 6.5 miles north of the VOR; within 8 miles west and 5 miles east of the Marysville VOR 343° radial, extending from the Yuba County 8-mile radius area to 12 miles north of the VOR, and within 8 miles southwest and 5 miles northeast of the Marysville VOR 153° radial, extending from the Yuba County 8-mile radius area to 12 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the east by a line extending from latitude 40°00'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°55'00" W., to latitude 39°00'00" N., longitude 120°55'00" W., on the south by latitude 39°00'00" N., on the west by the west boundary of V-23, on the northwest by the Red Bluff, Calif., transition area, and on the north by latitude 40°00'00" N.; that airspace extending upward from 8,500 feet MSL bounded on the south by latitude 40°00'00" N., on the west by the Red Bluff, Calif., transition area, on the north by latitude 40°45'00" N., and on the east by a line extending from latitude 40°45'00" N., longitude 121°39'00" W., to latitude 40°23'00" N., longitude 121°39'00" W., to latitude 40°23'00" N., longitude 121°25'00" W., to latitude 40°00'00" N., longitude 121°25'00" W.; that airspace extending upward from 10,500 feet MSL bounded on the east by longitude 120°19'00" W., on the south by a line extending from latitude 39°30'00" N., longitude 120°19'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 121°25'00" W., on the west by longitude 121°25'00" W., and on the north by latitude 40°45'00" N.; that airspace extending upward from 12,500 feet MSL bounded on the east by longitude 121°25'00" W., on the south by latitude 40°23'00" N., on the west by longitude 121°39'00" W., and on the north by latitude 40°45'00" N.

Mason City, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Mason City Municipal Airport (latitude 43°09'30" N., longitude 93°20'05" W.); within 2 miles each side of the Mason City VORTAC 002° radial, extending from the 7-mile radius area to 19 miles north of the VORTAC; and within 8 miles east and 5 miles west of the Mason City VORTAC 002° and 182° radials, extending from 4 miles north to 12 miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Mason City VORTAC, extending clockwise from a line 5 miles northeast of and parallel to the Mason City VORTAC 128° radial to a line 5 miles northwest of and parallel to the Mason City VORTAC 236° radial; and within a 23-mile radius of the Mason City VORTAC, extending clockwise from a line 5 miles south of and parallel to the Mason City VORTAC 284° radial to a line 5 miles southeast of and parallel to the Mason City VORTAC 038° radial.

Massena, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°56'10" N., 74°50'50" W., of Richards Field, Massena, N. Y.; within 3 miles each side of the Massena VOR 104° and 284° radials extending from the 5-mile radius to 8 miles east of the VOR excluding the airspace within Canada.

Matagorda, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Matagorda Peninsula Airport (latitude 28°32'35" N., longitude 96°07'10" W.), excluding that portion more than 3 nautical miles from and parallel to the shoreline.

Mattoon, Ill.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Coles County Memorial Airport (latitude 39°28'45" N., longitude 88°17'05" W.); within 2 miles each side of the Mattoon VOR 060° radial, extending from the 6-mile radius area to 8 miles northeast of the VOR; within 2 miles each side of the 128° bearing from Coles County Memorial Airport, extending from the 6-mile radius area to 8 miles southeast of the airport; and within 5 miles northwest and 8 miles southeast of the Mattoon VOR 229° radial, extending from the VOR to 12 miles southwest of the VOR.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Maxwell, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-195, on the S by V-200, on the W by V-25 and on the N by the Red Bluff, Calif., transition area.

McAlester, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the McAlester, Okla. Airport (latitude 34°53'05" N., longitude 95°46'55" W.); within 2 miles each side of the McAlester VOR 176° radial extending from the 5-mile radius area to 8 miles S of the VOR.

McAllen, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Miller International Airport (lat. 26°10'40" N., long. 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, and within 3.5 miles each side of the McAllen VOR 324° radial extending from the 5-mile radius area to 11.5 miles northwest of the Tacos Intersection, excluding the portion outside the United States.

AMENDMENTS 10/15/70 35 F. R. 13117 (Added)

McCall, Idaho
That airspace extending upward from 9,500 feet MSL within 6 miles west and 9 miles east of the McCall VORTAC 344° and 164° radials extending from 8 miles south to 19 miles north of the VORTAC.

McComb, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of McComb-Pike County Airport (latitude 31°10'35" N., longitude 90°28'08" W.); within 2 miles each side of McComb VORTAC 234° radial, extending from the 6.5-mile radius area to the VORTAC.

AMENDMENTS 3/5/70 35 F. R. 6 (Changed)
AMENDMENTS 4/2/70 35 F. R. 2645 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

McCook, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" W.); within 5 miles southwest and 8 miles northeast of the 120° bearing from McCook Municipal Airport extending from the 8-mile radius area to 12 miles southeast of the airport and within 5 miles southwest and 8 miles northeast of the 324° bearing from McCook Municipal Airport, extending from the 8-mile radius area to 12 miles northwest of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles each side of a line extending from McCook Municipal Airport direct to the Hayes Center, Nebr., VORTAC.

McCordsville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Indianapolis Brookside Airport (latitude 39°54'20" N., longitude 85°55'30" W.); and within 2 miles each side of the Shelbyville, Ind., VOR 342° radial, extending from the 5-mile radius area to 12 miles north of the VOR.

McGrath, Alaska
That airspace extending upward from 700 feet above the surface within a 23-mile radius of the McGrath VORTAC extending clockwise from the 308° to the 334° radials of the McGrath VORTAC; that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the McGrath VORTAC extending clockwise from 334° to the 308° radials of the McGrath VORTAC; within 9 miles NE and 8 miles SW of the McGrath VORTAC 122° radial extending from the 23-mile radius area to 26 miles SE of the VORTAC; and within 5 miles each side of the McGrath VORTAC 003° radial extending from the 23-mile radius area to 34 miles N of the VORTAC.

McMinnville, Oreg. -
That airspace extending upward from 700 feet above the surface within a 5-mile radius of McMinnville Municipal Airport (latitude 45°11'35" N., longitude 123°08'15" W.) and within 2 miles each side of the Newberg VORTAC 215° radial extending from the 5-mile radius area to the VORTAC.

McPherson, Kans.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of McPherson Airport (latitude 38°21'25" N., longitude 97°41'30" W.); and within 2½ miles each side of the Hutchinson, Kans., VORTAC 027° radial, extending from the 5½-mile radius area to 19 miles northeast of the VORTAC.

PENDING AMENDMENT
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.

AMENDMENTS 3/4/71 36 F. R. 214 (Rewritten)

Meadville, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°37'35" N., 80°12'55" W. of Port Meadville Airport, Meadville, Pa.; within 2 miles each side of the Runway 4 centerline extended from the 5-mile radius area to 5 miles northeast of the end of the runway; within 2 miles each side of the Runway 7 centerline extended from the 5-mile radius area to 5 miles northeast of the end of the runway and within 2 miles each side of the Youngstown, Ohio, VORTAC 050° radial extending from 18 miles northeast of the Youngstown VORTAC to the Meadville, Pa., 5-mile radius area.

Medford, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Medford ILS localizer northwest course extending from 3 to 9 miles northwest of the OM; that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Medford VORTAC; that airspace extending from the 23-mile radius area bounded on the north by latitude 42° 28' 00" N., on the east by the arc of a 40-mile radius circle centered on the Klamath Falls, Oreg. VORTAC, on the south by latitude 42° 04' 00" N., and on the southwest by the southwest edge of V-23W; that airspace south of Medford, bounded on the north by latitude 42° 04' 00" N., on the east by the west edge of V-23 and on the west by the east edge of V-23W; that airspace north of Medford within 16 miles west and 11 miles east of the Medford VORTAC 353° radial, extending from 25 to 65 miles north of the VORTAC, and that airspace extending upward from 6,200 feet MSL within 5 miles each side of the Medford VORTAC 271° radial, extending from the 23-mile radius area to V-27.

Melbourne, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cape Kennedy Regional Airport, Melbourne, Fla. (latitude 28°06'05" N., longitude 80°38'40" W.); within an 8-mile radius of Patrick AFB, Cocoa, Fla. (latitude 28°14'05" N., longitude 80°36'35" W.).

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 (latitude 34°55'45" N., longitude 90°10'05" W.); within 1.5 miles each side of Memphis VORTAC 265° radial, extending from the 6.5-mile radius area to 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.

AMENDMENTS 7/23/70 35 F. R. 7785 (Rewritten)
AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)

NAS Memphis, Tenn.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (latitude 35°21'15" N., longitude 89°52'10" W.), and within 2 miles each side of the 083° bearing from the NAS Memphis RBN, extending from the 12-mile radius area to 14 miles E of NAS Memphis.

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; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Menominee VOR 169° radial, extending from the VOR to 15½ miles south of the VOR; and within 5 miles each side of the 140° bearing from Menominee County Airport extending from the airport to 12 miles southeast of the airport, excluding the portion which overlies the Sturgeon Bay, Wis. transition area.

AMENDMENTS 4/2/70 35 F. R. 2582 (Rewritten); Eff. date changed 4/30/70 35 F. R. 6272

Merced, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Castle Air Force Base (latitude 37°22'45" N., longitude 120°34'00" W.); within a 7-mile radius of Merced Municipal Airport (latitude 37°17'10" N., longitude 120°30'55" W.) and within 2 miles each side of the Castle VOR 141° and 321° radials extending from the Merced 7-mile radius area to 3 miles SE of the Castle VOR; that airspace extending upward from 1,200 feet above the surface bounded on the NE and E by V-459, on the S by V-230, on the W by V-109 and on the N by V-244, excluding the portions within the Fresno, Stockton, and Modesto, Calif., transition areas; that airspace extending upward from 7,500 feet MSL NE of Merced bounded on the E by V-283, on the SW by V-459, and on the N by V-244, and that airspace extending upward from 12,000 feet MSL E of Merced bounded on the E by longitude 119°30'00" W., on the S by the Fresno, Calif., transition area, on the W by V-283 and on the N by V-244.

Mercury, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mercury Airport (latitude 36°39'16" N., longitude 116°00'54" W.); that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°41'00" N., longitude 116°26'30" W., to latitude 36°41'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°36'00" N., longitude 116°26'30" W., thence to point of beginning, excluding the portion within R-4808.

Meriden, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°30'35" N., 72°49'50" W. of Meriden Markham Municipal Airport, Meriden, Conn.; and within 2 miles each side of the Runway 36 centerline extended from the 5-mile radius area to 7 miles north of the end of the runway, excluding the portion which coincides with the Bridgeport, Conn., and Hartford, Conn., transition areas.

Meridian, Miss. (Key Field)
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Key Field (latitude 32°19'58" N., longitude 88°45'05" W.); within 3 miles each side of the ILS localizer south course, extending from the 11-mile radius area to 8.5 miles south of the RBN; within 3 miles each side of the 191° bearing from Meridian RBN, extending from the 11-mile radius area to 8.5 miles south of the RBN; within 9.5 miles southwest and 4.5 miles northeast of Meridian VORTAC 315° radial, extending from the VORTAC to 18.5 miles northwest of the VORTAC.

AMENDMENTS 6/25/70 35 F. R. 6176 (Rewritten)

Meridian, Miss. (NAAS Meridian)
That airspace extending upward from 700 feet above the surface within a 10-mile radius of NAAS Meridian (latitude 32°33'27" N., longitude 88°33'33" W.).

Merrill, Wis.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Merrill Municipal Airport (latitude 45°12'00" N., longitude 89°42'25" W.); and within 3 miles each side of the 332° bearing from Merrill Municipal Airport, extending from the 7-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 332° and 152° bearing from Merrill Municipal Airport, extending from 6 miles southeast to 18½ miles northwest of the airport, excluding the portion which overlies the Wausau, Wis., transition area.

AMENDMENTS 1/8/70 34 F. R. 18451 (Added)

Mexico, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mexico Memorial Airport (latitude 39°09'35" N., longitude 91°49'25" W.); and that airspace extending upward from 1,200 feet above the surface northeast of the Hallsville, Mo., VORTAC within a 34-mile radius circle centered on the Hallsville VORTAC, extending from the southeast edge of V-63 clockwise to the north edge of V-4.

Miami, Fla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within 5 miles south and 8 miles north of the Miami Runway 9-L ILS localizer west course, extending from the airport to 12 miles west of the Runway 9-L ILS LOM; within 5 miles north and 8 miles south of the Miami Runway 27-L ILS localizer east course, extending from the airport to 12 miles east of the Runway 27-L ILS LOM; within 5 miles south and 8 miles north of the Runway 9-L ILS localizer east course, extending from the airport to 12 miles east of the INT of Runway 9-L ILS localizer east course and the Biscayne Bay VOR 351° radial; within 2 miles each side of the Miami VORTAC 139° radial, extending from the 7-mile radius area to the VORTAC; within an 8-mile radius of the Tamiami Airport, Fla. (latitude 25°38'49" N., longitude 80°25'59" W.); within a 6-mile radius of the Opa Locka Airport, Fla., (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial, extending from the 6-mile radius area to the VORTAC; within a 5-mile radius of the North Perry Airport, Fla. (latitude 26°00'06" N., longitude 80°14'24" W.); within a 7-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'15" N., longitude 80°09'15" W.); within 2 miles each side of the 315° bearing from the Fort Lauderdale RBN, extending from the 7-mile radius area to 8 miles northwest of the RBN; within a 7-mile radius of Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead ILS localizer northeast course, extending from the 7-mile radius area to 9 miles northeast of Homestead AFB.

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 25°51'46" N., longitude 80°53'50" W.).

AMENDMENTS 1/20/70 35 F. R. 1220 (Added)

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.).

Middletown, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°25'55" N., 74°23'30" W.), of Randall Airport and within 2 miles each side of the Huguenot, N. Y., VOR 082° radial extending from the 5-mile radius area to the VOR excluding the portions that coincide with the Newburgh, N. Y., and Wurtsboro, N. Y., transition areas.

Middletown, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of 39°32'00" N., 84°23'30" W. of Hook Field Municipal Airport and within 2 miles each side of a 232° bearing from Hook Field, Ohio, RBN extending from the 5-mile radius area to 8 miles southwest of the RBN.

Midland, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Midland, Mich., Jack Barstow Airport (latitude 43°39'40" N., longitude 84°15'40" W.).

Midland, Tex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Midland-Odessa Regional Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.) excluding the portion within a 1.5-mile radius of Midland Airpark (latitude 32°02'00" N., longitude 102°05'55" W.), within a 5-mile radius of Ector County Airport (latitude 31°55'00" N., longitude 102°23'00" W.), within 3.5 miles each side of the Midland VORTAC 011° radial extending from the 8-mile radius area to 11.5 miles north of the VORTAC excluding the portion within a 1.5-mile radius of Midland Airpark, and within 2 miles each side of the Midland ILS localizer southeast course extending from the 8-mile radius area to the INT of the Midland VORTAC 128° and the Big Spring VORTAC 212° radials.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

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.

AMENDMENTS 12/10/70 35 F. R. 16732 (Added)

Midway Island
That airspace extending upward from the 700 feet above the surface within a 10-nmi radius of NAS Midway (latitude 28° 12' 00" N., longitude 177° 23' 00" W.); and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of NAS Midway.

Miles City, Mont.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Miles City VORTAC south of V-120 and within a 25-mile radius of Miles City VORTAC north of the south edge of V-120.

Milford, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (Lat. 38°25'35" N, Long. 113°00'40" W) and within 2 miles either side of the Milford VORTAC 196° radial, extending from the 5-mile radius area to 8 miles S of the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Milford VORTAC 023° and 203° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

PENDING AMENDMENT
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 96°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; and that airspace extending upward from 1,200 feet above the surface within 9½ miles southwest and 4½ miles northeast of the 314° bearing from the Millard Municipal Airport extending from the airport to 18½ miles northwest of the airport excluding the portions which overlie the Omaha and Lincoln, Nebr., transition areas.

AMENDMENTS 2/4/71 35 F. R. 18506 (Added)

Millbrook, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°42'25" N., 73°44'20" W., of the Sky Acres Airport, Millbrook, N. Y., and within 2 miles each side of the centerline of Runway 17 extended from the 5-mile radius area to 6 miles south of the end of the runway, excluding that portion within the Poughkeepsie, N. Y., and the Red Hook, N. Y., transition areas.

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.

AMENDMENTS 2/5/70 34 F. R. 18851 (Added); Corr: 35 F. R. 2953

Millersburg, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°32'15" N., 81°57'10" W. of Holmes County Airport, Millersburg, Ohio, and within 2 miles each side of the Tiverton, Ohio, VOR 059° radial extending from the 5-mile radius area to the VOR.

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 Millinocket RBN extending from the 7-mile radius area to 11.5 miles east of the RBN.

AMENDMENTS 10/15/70 35 F. R. 13642 (Rewritten)

Millville, N. J.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 39°37'00" N., 75°05'00" W. to 39°35'00" N., 74°52'00" W. to 39°16'30" N., 74°59'00" W. to 39°16'30" N., 75°10'00" W. to 39°30'00" N., 75°15'00" W. to point of beginning, excluding the portion that coincides with the Atlantic City, N. J., 700-foot transition area.

Milton, Fla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of NAS Whiting Field (North) (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the 315° bearing from Navy Whiting RBN, extending from the 6-mile radius area to 8 miles northwest of the RBN; within 2 miles each side of Navy Whiting TACAN 309° radial, extending from the 6-mile radius area to 8 miles northwest of the TACAN, and within a 1.5-mile radius of Milton "T" (Private) Field (latitude 30°38'15" N.. longitude 86°59'20" W.).

Milwaukee, Wis.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.); within 8 miles east and 5 miles west of the Milwaukee ILS localizer south course, extending from the 8-mile radius area to 12 miles south of the OM; within a 5-mile radius of Horlick-Racine Airport (latitude 42°45'35" N., longitude 87°48'55" W.); within an 8-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.); within 5 miles northeast and 8 miles southwest of the Timmerman VOR 337° radial, extending from the 8-mile radius area to 12 miles northwest of the VOR; within 2 miles each side of the Timmerman VOR 214° radial, extending from the 8-mile radius area to 14 miles southwest of the VOR; and within a 7½-mile radius of Waukesha County Airport (latitude 43°02'20" N., longitude 88°14'05" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 43°30'00" N., on the east by longitude 87°00'00" W., on the south by latitude 42°30'00" N., and the Illinois-Wisconsin boundary, and on the west by longitude 88°30'00" W.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Mineral Wells, Tex.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Mineral Wells Airport (latitude 32°46'55" N., longitude 98°03'35" W.); within 2 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 6-mile radius area to 8 miles SE of the RBN and within 2 miles each side of the Mineral Wells VORTAC 137° radial, extending from the 6-mile radius area to 8 miles SE of the VORTAC.

Minneapolis, Minn:

That airspace extending upward from 700 feet above the surface within a 23-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13'15" W.); within 5 miles north and 8 miles south of the Flying Cloud, Minnesota VOR 292° radial, extending from the 23-mile radius area to 12 miles west of the VOR; within 5 miles each side of the St. Paul, Minnesota VOR 037° radial, extending from the 23-mile radius area to 13 miles northeast of the VOR; and within a 6-mile radius of Airlake Industrial Airpark (latitude 44°37'40" N., longitude 93°13'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Minneapolis-St. Paul International Airport; that airspace west of Minneapolis bounded on the south by V-26, on the northwest by V-148, and on east by the 36-mile radius area; and that airspace extending upward from 4,000 feet MSL southwest of Minneapolis bounded on the north by V-26S, on the northeast by a 36-mile radius circle centered on Minneapolis-St. Paul International Airport, on the southeast by V-219 and on the southwest by V-24; and that airspace extending upward from 6,000 feet MSL bounded by a line starting at the 36-mile radius area west of Minneapolis southwest along the northwest edge of V-148; then clockwise along a 70-mile radius arc from the Minneapolis-St. Paul International Airport to the southwest edge of V-55; then southeast along the southwest edge of V-55 to the north edge of V-78; then west along the north edge of V-78 to the 36-mile radius area, then counterclockwise along the 36-mile radius arc to the northwest edge of V-148; and that airspace extending upward from 8,000 feet MSL bounded on the southwest by the northwest edge of V-148; on the west by longitude 95°06'00" W.; on the north by latitude 46°13'00" N.; on the northeast by the southwest edge of V-55; on the southeast by the 70-mile radius arc.

AMENDMENTS 11/12/70 35 F. R. 14304 (Rewritten)

PENDING AMENDMENT

Minneapolis, Minn.

That airspace extending upward from 700 feet above the surface within a 26-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 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; and that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Minneapolis-St. Paul International Airport; that airspace west of Minneapolis bounded on the south by V-26, on the northwest by V-148, and on the east by the 36-mile radius area; and that airspace extending upward from 4,000 feet MSL southwest of Minneapolis bounded on the north by V-26S, on the northeast by a 36-mile radius circle centered on Minneapolis-St. Paul International Airport, on the southeast by V-219 and on the southwest by V-24; and that airspace extending upward from 6,000 feet MSL bounded by a line starting at the 36-mile radius area west of Minneapolis southwest along the northwest edge of V-148; thence clockwise along a 70-mile radius arc from the Minneapolis-St. Paul International Airport to the southwest edge of V-55; thence southeast along the southwest edge of V-55 to the north edge of V-78; then west along the north edge of V-78 to the 36-mile radius area thence counterclockwise along the 36-mile radius arc to the northwest edge of V-148; and that airspace extending upward from 8,000 feet MSL bounded on the southwest by the northwest edge of V-148; on the west by longitude 95°06'00"; on the north by latitude 46° 13'00" N.; on the northeast by the southwest edge of V-55; on the southeast by the 70-mile radius arc.

AMENDMENTS 3/4/71 36 F. R. 215 (Rewritten)

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; within 5 miles each side of the Minot VORTAC 129° radial extending from the 10-mile radius area to 12 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 35-mile radius of Deering TACAN; and that airspace extending upward from 5,700 feet MSL within a 50-mile radius of Deering TACAN, excluding the area north of latitude 49°00'00" N., and the area which overlies V-430 and V-15.

AMENDMENTS 10/15/70 35 F. R. 12751 (Rewritten)

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.).

AMENDMENTS 9/25/70 35 F. R. 15635 (Changed)

Missoula, Mont.
That airspace extending upward from 700 feet above the surface within 5 miles northeast and 8 miles southwest of the Missoula VORTAC 122° and 302° radials, extending from 5 miles southeast to 19 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above ths surface within 8 miles southwest and 9 miles northeast of the Missoula VORTAC 118° and 298° radials, extending from 7 miles southeast to 16 miles northwest of the VORTAC; within the arc of a 19-mile radius circle centered on the Missoula VORTAC, extending from the northeast edge of V-2 northwest of Missoula clockwise to the west edge of V-231 northwest of Missoula; and within 7 miles east and 8 miles west of the Missoula VORTAC 354° radial extending from the VORTAC to the south edge of V-120.

Mitchell, S. Dak.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Mitchell Municipal Airport (latitude 43°46'25" N., longitude 98°02'30" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the Mitchell VOR 149° radial, extending from the VOR to 18½ miles southeast of the VOR; and within 4½ miles northeast and 9½ miles southwest of the Mitchell VOR 300° radial. extending from the VOR to 18½ miles northwest of the VOR.

Moab, Utah
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Canyonlands Airport, Moab, Utah (latitude 38°45'40" N., longitude 109°44'50" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 8 miles northeast of the 125° and 305° bearings from the Frontier Airlines RBN (latitude 38°45'45" N., longitude 109°44'50" W.), extending from 13 miles southeast to 12 miles northwest of the RBN.

Mobile, Ala.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Bates Field (latitude 30°41'17.7" N., longitude 88°14'26.6" W.); within an 8.5-mile radius of Brookley Field (latitude 30°37'08.5" N., longitude 88°03'57.2" W.); within 3 miles each side of Brookley VORTAC 150° radial, extending from the 8.5-mile radius area to 8.5 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 Field 8.5-mile radius area.

AMENDMENTS 4/30/70 35 F. R. 4257 (Rewritten)

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.

AMENDMENTS 10/15/70 35 F. R. 13362 (Changed)

Moline, Ill.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Quad City Airport (latitude 41°26'50" N., longitude 90°30'40" W.); within 4½ miles north and 9½ miles south of the Quad City ILS localizer west course, extending from 1 mile east to 18½ miles west of the OM; within a 6½-mile radius of Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.); within 3 miles each side of the 224° bearing from the Davenport RBN, extending from the 6½-mile radius area to 8 miles southwest of the RBN; and within 2 miles each side of the Cordova VOR 220° radial, extending from the 6½-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 41°55'00" N., on the southeast by the Illinois-Iowa boundary, and on the west by longitude 91°00'00" W.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Molokai, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.), within 2 miles each side of the Molokai VORTAC 268° radial, extending from the 5-mile radius area to 5 miles west of the VORTAC and within 4 miles north and 2 miles south of the VORTAC 126° radial extending from the intersection of the Molokai VORTAC 126° and the Lanai, Hawaii, VORTAC 011° radials to a point 7 miles east of this intersection; that airspace extending upward from 1,200 feet above the surface NW of Molokai bounded on the NE by the arc of a 19-mile radius circle centered on the Molokai Airport, on the SE by V-8, on the SW by V-15, and on the NW by V-4; and that airspace NE of Molokai bounded by a line beginning at latitude 21°22'00" N., longitude 156°48'00" W., thence to latitude 21°14'00" N., longitude 156°31'30" W., thence to latitude 21°29'00" N., longitude 156°25'00" W., thence to latitude 21°31'00" N., longitude 156°34'05" W., thence to latitude 21°25'00" N., longitude 156° 49'30" W., thence to point of beginning; that airspace bounded on the northwest by V-8 on the northeast by V-6, and on the south by V-15; that airspace bounded on the north by V-15, on the east by V-17, on the south by V-2, and on the west by V-7; and that airspace bounded on the north by V-8, on the east by V-7, and on the southwest by V-2.

Monongahela, Pa.
That airspace extending upward from 700-feet above the surface within a 6.5-mile radius of the center, 40°12'40" N., 79°49'50" W., of Rostraver Airport, Monongahela, Pa., and within 2 miles each side of the Allegheny, Pa., VORTAC 113° radial extending from the 6.5-mile radius area to the VORTAC, excluding the portion which coincides with the Pittsburgh, Pa., transition area.

Monroe, La.
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Monroe VORTAC 222° radial extending from the VORTAC to 12 miles SW, and within 5 miles NW and 8 miles SE of the Monroe ILS localizer SW course extending from 5 miles NE to 12 miles SW of the OM.

AMENDMENTS 3/5/70 35 F. R. 6 (Changed)

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 5-mile radius of Monroe Airport (latitude 35°01'15" N., longitude 80°38'00" W.).

AMENDMENTS 2/5/70 35 F. R. 20267 (Rewritten)

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 4.5 miles each side of Monroeville VORTAC 039° and 201° radials, extending from the VORTAC to 9.5 miles northeast and south of the VORTAC.

AMENDMENTS 7/23/70 35 F. R. 8654 (Rewritten)

Montague, Calif.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Siskiyou County Airport (latitude 41°46'55" N., longitude 122°28'00" W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 42°04'00" N., on the east by an arc of a 40-mile radius circle centered on the Klamath Falls, Oreg., VORTAC and an arc of a 14-mile radius circle centered on the Siskiyou County Airport, on the southeast by a line extending from latitude 41°41'00" N., longitude 122°10'00" W., to latitude 41°25'00" N., longitude 122°20'00" W., on the south by latitude 41°25'00" N., and on the west by the east edge of V-23; within 5 miles each side of the Siskiyou TACAN 014° radial, extending from the 7-mile radius area to 19 miles north of the TACAN, and within 5 miles east and 6 miles west of the Siskiyou TACAN 194° radial, extending from the TACAN to 29 miles south of the TACAN.

Monterey, Calif.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of Fritzsche AAF, Fort Ord, Calif., latitude 36°40'55" N., longitude 121°45'40" W., excluding the portion S of latitude 36°32'00" N.; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°05'00" N., longitude 122°43'15" W., thence E via the S boundary of Control 1173 to V-27, thence SE via V-27 to latitude 37°00'00" N., thence E via latitude 37°00'00" N., to a line 11 miles SW of and parallel to the Priest, Calif., VORTAC 331° radial, thence SE via this line to a line 12 miles SE of and parallel to the Big Sur, Calif., VOR 047° radial, thence SW via this line to V-27, thence SE via V-27 to longitude 121°03'00" W., thence S to latitude 35°30'00" N., longitude 121°03'00" W., thence to latitude 35°30'00" N., longitude 121°22'00" W., to latitude 35°45'00" N., longitude 121°40'15" W., to latitude 36°15'00" N., longitude 122°01'00" W., to latitude 36°29'00 N., longitude 122°01'00" W., to latitude 36°29'00" N., longitude 122°17'30" W., to point of beginning; that airspace extending upward from 5,000 feet MSL
bounded on the northwest by a line 12 miles southeast of and parallel to the Big Sur VOR 047° radial, on the northeast by V-25, on the south by a line extending from the southwest boundary of V-25 and latitude 35°33'00" N., to latitude 35°33'00" N., longitude 121°03'00" W., thence south to the northeast boundary of V-27 and longitude 121°03'00" W., and on the southwest by V-27; and that airspace extending upward from 17,500 feet MSL to and including flight level 240 within 10 miles north and 16 miles south of the Navy Monterey TACAN 280° radial, extending from 17 to 61 miles west of the TACAN, excluding the portion within the Paso Robles, Calif., transition area.

Montevideo, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Montevideo Municipal Airport (latitude 44°58'15" N., longitude 95°42'40" W.); and within 2 miles each side of the 326° bearing from Montevideo Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 326° bearing from Montevideo Municipal Airport, extending from the airport to 12 miles northwest of the airport; and within 5 miles each side of the 138° bearing from Montevideo Municipal Airport, extending from the airport to 12 miles southeast of the airport; excluding the portion which overlies the Madison, Minn., transition area.

Monticello, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monticello Municipal Airport (latitude 33°38'10" N., longitude 91°45'10" W.), and within 2 miles each side of the Monticello VORTAC 337° radial extending from the 5-mile radius area to the VORTAC.

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.

AMENDMENTS 4/30/70 35 F. R. 4199 (Added)

Monticello, N. Y.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41°42'00" N., 74°47'50" W. of Sullivan County International Airport, Monticello, N. Y.; within 2 miles each side of the Sullivan County International Airport runway 15 centerline extended from the 8.5-mile radius area to 9 miles southeast of the end of the runway; within 2 miles each side of the Sullivan County International Airport runway 33 centerline extended from the 8.5-mile radius area to 12.5 miles northwest of the end of the runway; and within 3.5 miles each side of the 130° bearing from the White Lake RBN (latitude 41°41'51" N., longitude 74°47'48" W.) extending from the 8.5-mile radius area to 11.5 miles southeast of the RBN.

Montgomery, Ala.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Dannelly Field (latitude 32°18'00" N., longitude 86°23'36" W.); within 4.5 miles north and 9.5 miles south of Dannelly Field ILS localizer west course, extending from the 8.5-mile radius area to 18.5 miles west of the LOM; within 2.5 miles each side of Montgomery VORTAC 311° radial, extending from the 8.5-mile radius area to 23 miles northwest of the VORTAC; excluding the portion within the Selma, Ala., transition area; within a 9-mile radius of Maxwell AFB (latitude 32°22'48" N., longitude 86°21'55" W.); within 3 miles northeast and 8 miles southwest of Maxwell VOR 328° radial, extending from the 9-mile radius area to 8.5 miles northwest of the VOR.

AMENDMENTS 8/20/70 35 F. R. 10145 (Rewritten)
AMENDMENTS 12/10/70 35 F. R. 16171 (Changed)

Montpelier, Vt.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 44°12'15" N., 72°33'45" W., of Edward F. Knapp (Barre-Montpelier) State Airport, Barre-Montpelier, Vt.

AMENDMENTS 8/22/70 35 F. R. 13425 (changed)

Montrose, Colo.
That airspace extending upward from 700 feet above the surface within 5 miles northeast and 9.5 miles southwest of the Montrose VOR 313° and 133° radials extending from 7 miles southeast to 24.5 miles northwest of the VOR.

Morganton, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Morganton-Lenoir Airport (latitude 35°49'20" N., longitude 81°36'35" W.); within 3 miles each side of the 238° bearing from Morganton RBN (latitude 35°49'15" N., longitude 81°36'50" W.), extending from the 8-mile radius area to 8.5 miles south of the RBN; excluding the portion that coincides with Hickory transition area.

AMENDMENTS 4/30/70 35 F. R. 3880 (Added)

Morgantown, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius from the center of Morgantown Airport, Morgantown, W. Va., 39°38'28" N., 79°54'59" W. extending clockwise from a 192° bearing to a 328° bearing; within a 15-mile radius from the center of Morgantown Airport extending clockwise from a 328° bearing to a 192° bearing.

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.

AMENDMENTS 10/15/70 35 F. R. 13116 (Added)

Morris, Ill.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Morris Municipal Airport (latitude 41°25'46" N., longitude 88°25'12" W.) and within 2 miles each side of the Joliet, Ill., VORTAC 213° radial extending from the 5-mile radius area to the VORTAC.

Morris, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Morris Municipal Airport (latitude 45°34'05" N., longitude 95°58'10" W.); and within 2 miles each side of the 148° bearing from Morris Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the 148° bearing from Morris Municipal Airport, extending from the airport to 12 miles southeast of the airport.

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 (44°32'10" N., 72°36'55" W.) of Morrisville-Stowe State Airport, Morrisville, Vt., and within 2 miles each side of the Morrisville RBN (44°35'13" N., 72°35'10" W.) 025° bearing extending from the 5-mile radius area to 8 miles northeast of the RBN.

Moses Lake, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Grant County Airport (latitude 47°12'35" N., longitude 119°18'50" W.), within 2 miles each side of the Ephrata VORTAC 156° radial extending from the 5-mile radius area to 4 miles southeast of the VORTAC, within 2 miles west and 2.5 miles east of the Moses Lake ILS localizer south course extending from the 5-mile radius area to 10.5 miles south of the Moses Lake RBN, within 7 miles southeast and 10 miles northwest of the Ephrata VORTAC 043° and 223° radials extending from 8 miles southwest to 14 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Ephrata VORTAC 043° radial extending from the VORTAC to the arc of a 16-mile radius circle centered on the Ephrata VORTAC, within 5 miles southwest and 8 miles northeast of the Ephrata VORTAC 336° radial extending from the VORTAC to 12 miles northwest of the VORTAC, within 5 miles each side of the Moses Lake VOR 144° radial extending from 26 miles southeast of the VOR to the northwest edge of V-112W, within 15 miles east and 10 miles west of the Moses Lake VOR 161° and 341° radials extending from 27 miles south to 14 miles north of the VOR, that airspace northeast of Moses Lake bounded on the northwest by a line 5 miles northwest of and parallel to the Ephrata VORTAC 066° radial, on the east by an arc of a 52-mile radius circle centered on Fairchild Air Force Base, Spokane, Wash. (latitude 47°36'55" N., longitude 117°39'20" W.), on the southeast by a line 6 miles southeast of and parallel to the Moses Lake VOR 066° radial, on the west by longitude 119°15'00" W., that airspace west of Moses Lake bounded on the north by latitude 47°30'00" N., on the east by longitude 119°15'00" W., on the south by a line 6 miles south of and parallel to the Moses Lake VOR 266° radial, on the west by an arc of a 39-mile radius circle centered on the Grant County Airport, and that airspace southwest of Moses Lake extending upward from 5,500 feet MSL within 7 miles northwest and 10 miles southeast of the Moses Lake VOR 238° radial extending from 10 to 50 miles southwest of the VOR, excluding that airspace overlying R-6715.

Moses Point, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles N and 10 miles S of the Moses Point VOR 088° and 268° radials, extending from 11 miles W to 15 miles E of the VOR.

Mosinee, Wis.
The airspace extending upward from 700 feet above the surface within a 10-mile radius of Central Wisconsin Airport (latitude 44°46'35" N., longitude 89°40'00" W.); within 5 miles each side of the 087° bearing from Central Wisconsin Airport, extending from the 10-mile radius area to 13 miles east of the airport; and within 5 miles each side of the 242° bearing from Central Wisconsin Airport, extending from the 10-mile radius area to 12 miles southwest of the airport, excluding the portion which overlies the Wausau, Wis., transition area.

Moultrie, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Thomasville Municipal Airport (latitude 30°54'05" N., longitude 83°52'50" W.); within an 8-mile radius of Moultrie-Thomasville Airport (latitude 31°04'58" N., longitude 83°48'15" W.); within an 8-mile radius of Spence AF Auxiliary Field (latitude 31°08'26" N., longitude 83°42'24" W.).

Mountain Home, Idaho
That airspace extending upward from 700 feet above the surface within 10 miles NE and 9 miles SW of the Mountain Home AFB TACAN 135° and 315° radials, extending from 18 miles SE to 18 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the NE by the SW boundary of V-4, on the SE, S and SW by the arc of a 35-mile radius circle centered on Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.), on the W by the Boise, Idaho, VORTAC 204° radial and on the NW by the arc of a 25-mile radius circle centered on the Boise VORTAC; that airspace SE of Mountain Home, extending upward from 6,500 feet MSL, extending from the 35-mile radius area bounded on the NE by V-253, on the S by latitude 42°24'00" N., and on the W by longitude 115°39'00" W., excluding the portion within the Twin Falls, Idaho, transition area; that airspace S of Mountain Home, extending upward from 7,500 feet MSL, extending from the 35-mile radius area bounded on the E by longitude 115°39'00" W., on the S by the arc of a 46-mile radius circle centered on Mountain Home AFB, and on the NW by a line 5 miles NW of and parallel to the Mountain Home AFB VOR 208° radial; and that airspace S of Mountain Home, extending upward from 10,500 feet MSL within 5 miles each side of the Mountain Home VOR 178° and 208° radials, extending from the 46-mile radius circle to 61 miles S and SW of the VOR.

Mt. Clemens, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Selfridge AFB, Mt. Clemens, Mich. (latitude 42° 36' 50" N., longitude 82° 50' 05" W.), within 5 miles W and 8 miles E of the Selfridge AFB ILS localizer N course, extending from 3 miles S to 12 miles N of the OM, and within 2 miles each side of the Selfridge AFB ILS localizer S course, extending from the 7-mile radius area to 11 miles S of Selfridge AFB; and that airspace extending upward from 1,200 feet above the surface bounded on the E by the United States/Canadian Border, on the W by the E boundary of VOR Federal airway No. 42 E alternate and longitude 83° 30' 00" W., and on the N by the N boundary of VOR Federal airway No. 216.

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; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 140° and 320° bearings from the Mount Pleasant Municipal Airport, extending from 6 miles northwest to 18½ miles southeast of the airport; excluding the portion which overlies the Burlington, Iowa, 1,200-foot floor transition area.

AMENDMENTS 9/17/70 35 F. R. 12199 (Added)

Mt. Pleasant, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Mt. Pleasant, Mich., Airport (latitude 43°37'00" N., longitude 84°44'00" W.); and within 2 miles each side of the 093° bearing from Mt. Pleasant, Mich., Airport extending from the 4-mile radius area to 8 miles E of the airport; and that airspace extending upward from 1,200 feet above the surface bounded on the S by the S edge of V-216, on the E by longitude 84°25'00" W., on the NE by a line 10 miles SW and parallel to the Saginaw, Mich., VOR 317° radial, on the NW by a line from latitude 43°49'15" N., longitude 84°43'30" W., to latitude 43°27'00" N., longitude 85°02'00" W., and on the W by longitude 85°02'00" W.

Mount Pleasant, Tenn.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Maury County Airport (latitude 35°33'15" N., longitude 87°10'50" W.); within 9.5 miles southeast and 4.5 miles northwest of the 060° and 227° bearings from Maury County RBN (latitude 35°33'20" N., longitude 87°10'57" W.), extending from the 9.5-mile radius area to 18.5 miles northeast and southwest of the RBN.

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.

Mount Vernon, Ill.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Mount Vernon-Outland Airport (latitude 38°19'20" N., longitude 88°51'35" W.); within 2 miles each side of the Mount Vernon VOR 046° radial, extending from the 6-mile radius area to 8 miles northeast of the VOR; and within 2 miles each side of the Mount Vernon VOR 227° radial, extending from the 6-mile radius area to 17 miles southwest of the VOR.

Mount Vernon, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°19'45" N., 82°31'30" W., of Mount Vernon Airport, Mount Vernon, Ohio; within 2 miles each side of the Appleton, Ohio, VORTAC 015° radial extending from the 5-mile radius area to the VORTAC and within 2 miles each side of the centerline of Runway 28 extended from the 5-mile radius area to 6 miles west of the end of the runway excluding that airspace that coincides with the Columbus, Ohio, transition area.

Mullan Pass, Idaho
That airspace extending upward from 8,500 feet MSL within 6 miles N and 9 miles S of the Mullan Pass VORTAC 095° and 275° radials, extending from 8 miles E to 15 miles W of the VORTAC.

Muncie, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Delaware County-Johnson Field (latitude 40°14'30" N., longitude 85°23'45" W.); within 3 miles each side of the Muncie VOR 125° radial, extending from the 7-mile radius area to 8 miles southeast of the VOR; within 3 miles each side of the Muncie VOR 017° radial, extending from the 7-mile radius area to 8 miles north of the VOR; and within 3½ miles each side of the Muncie VOR 320° radial, extending from the 7-mile radius area to 10 miles northwest of the VOR.

AMENDMENTS 1/8/70 34 F. R. 17510 (Rewritten)
AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Muscatine, Iowa
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Muscatine Municipal Airport (latitude 41°22'00" N., longitude 91°08'40" W.).

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.).

Muskegon, Mich.
That airspace extending upward from 700 feet above the surface within 8 miles northeast and 6 miles southwest of the Muskegon County Airport ILS localizer southeast course, extending from 3 miles northwest of the OM southeast to the arc of an 18-mile radius circle centered on the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 2 miles each side of the Muskegon ILS localizer northwest course, extending from 11 miles northwest of the OM to 18 miles northwest of the OM; and within a 4-mile radius of Grand Haven, Mich., Memorial Airport (latitude 43°02'00" N., longitude 86°11'50" W.); and that airspace extending upward from 1,200 feet above the surface within an 18-mile radius of the Muskegon County Airport (latitude 43°10'16" N., longitude 86°14'09" W.); within 5 miles southwest and 7 miles northeast of the Muskegon ILS localizer northwest course extending from the 18-mile radius area to 28 miles northwest of the OM; and the airspace southwest of Muskegon bounded on the northeast by the 18-mile radius area, on the southeast by the Grand Rapids, Mich., transition area, on the southwest by V-30, and on the northwest by V-216.

Muskogee, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Davis Field, Muskogee, Okla., (latitude 35°39'25" N., longitude 95°21'40" W.); and within 8 miles SW and 5 miles NE of the 128° bearing from the Muskogee RBN, extending from the 7-mile radius area to 12 miles SE of the RBN.

Myrtle Beach, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Myrtle Beach 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.).

AMENDMENTS 5/28/70 35 F. R. 4613 (Rewritten)

Nacogdoches, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Del Rentzel Airport (latitude 31°34'35" N., longitude 94°42'25" W.), within 2.5 miles each side of the Lufkin VORTAC 001° radial extending from the 5-mile radius area to 17 miles north of the VORTAC, and within 3.5 miles each side of the 339° and 159° bearings from the Nacogdoches REN (latitude 31°38'01" N., longitude 94°44'01" W.) extending from the 5-mile radius area to 11.5 miles north of the REN.

Nantucket, Mass.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Nantucket Memorial Airport, Mass. (latitude 41°15'15" N., longitude 70°03'40" W.); within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 6-mile radius area to 10 miles NE of the VOR; and that airspace extending upward from 2,000 feet MSL NE of Nantucket bounded on the NE by the arc of a 29-mile radius circle centered at the Nantucket VORTAC, on the SE by Control 1144, and on the NW by Control 1143; SE of Nantucket bounded on the SE by the arc of a 13-mile radius circle centered on the Nantucket CONSOLAN (Monitor site at latitude 41°15'35" N., longitude 70°09'19" W.), on the N by Control 1144, and on the SW by Control 1145; and that airspace from FL 240 to FL 300, inclusive, SW of Nantucket, bounded on the N by Control 1169, on the E by Control 1145, and on the S and W by the arc of a 10.2-mile radius circle centered on the Nantucket CONSOLAN station; that airspace northeast of Nantucket bounded on the northwest by Control 1143, on the southeast by Control 1146, and on the east by longitude 67°00'00" W. The portion east of longitude 68°00'00" W., is excluded below 5,500 feet MSL.

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.
AMENDMENTS 12/10/70 35 F. R. 15371 (Added)

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°40'58" W.); within 9.5 miles east and 4.5 miles west of Nashville ILS localizer north course, extending from the 14-mile radius area to 18.5 miles north of Nashville VORTAC 344° radial; within 9.5 miles northeast and 4.5 miles southwest of Nashville VORTAC 135° radial, extending from the 14-mile radius area to 18.5 miles southeast of the VORTAC; within 9.5 miles east and 4.5 miles west of Nashville ILS localizer south course, extending from the 14-mile radius area to 18.5 miles south of the LOM; within an 8-mile radius of Gallatin Municipal Airport, Tenn. (lat. 36°22'45" N., long. 86°24'30" W.); within an 8.5 mile radius of Smyrna Airport, Tenn. (lat. 36°00'27" N., long. 86°31'21" W.).

AMENDMENTS 4/30/70 35 F. R. 4257 (Rewritten); Corr: 35 F. R. 5913
AMENDMENTS 1/7/71 35 F. R. 17535 (Rewritten)

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.

AMENDMENTS 2/5/70 34 F. R. 19130 (Rewritten); 3/5/70 35 F. R. 6 (Changed)

Needles, Calif.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Needles VORTAC 092° and 272° radials, extending from 8 miles W to 20 miles E of the VORTAC.

Neosho, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Neosho Memorial Airport (latitude 36°48'35" N., longitude 94°23'15" W.); and within 2 miles each side of the Neosho, Mo., VOR 308° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the Neosho VOR 308° radial, extending from the VOR to 12 miles northwest of the VOR, excluding the portion which overlies the Joplin, Mo., transition area, and the portion within the State of Oklahoma.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

PENDING AMENDMENT
Nevada, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Nevada Municipal Airport (latitude 37°51'10" N., longitude 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; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southeast and 9½ miles northwest of the 037° and 217° bearings from Nevada Municipal Airport, extending from 3 miles southwest to 18½ miles northeast of the airport, excluding the portion which overlies the Grandview, Mo., 1,200-foot floor transition area.
AMENDMENTS 2/4/71 35 F. R. 18507 (Added)

New Bern, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'35" W.); excluding the portion within R-5306A.

AMENDMENTS 2/5/70 34 F. R. 19026 (Rewritten)

PENDING AMENDMENT
Newberry, Mich.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of 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 4½ miles northeast and 9½ miles southwest of the 301° and 121° bearings from Luce County Airport, extending from 3 miles southeast 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 to 18½ miles east of the airport, excluding the portion which overlies the Sault Ste Marie, Mich., transition area.

AMENDMENTS 2/4/71 35 F. R. 18507 (Added)

Newburgh, N. Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41°30'34" N., 74°05'44" W. of Stewart AFB, Newburgh, N. Y., and within 2 miles S of the Stewart TACAN 253° radial clockwise to 2 miles NE of the Stewart TACAN 328° radial extending from the 12-mile radius area to 16 miles W and NW of the TACAN.

Newburyport, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (42°47'45" N., 70°50'25" W.) of Plum Island Airport, Newburyport, Mass.; and within 2 miles each side of the Runway 33 centerline extended from the 5-mile radius area to 6 miles northwest of the end of the runway, excluding the portion which coincides with the Boston, Mass., transition area. This transition area shall be effective from sunrise to sunset, daily.

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-86, 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.).

AMENDMENTS 8/20/70 35 F. R. 10503 (Added)

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 46-mile radius circle centered at the Albuquerque VORTAC to lat. 35°37'35" N., long. 106°24'48" W., to lat. 35°47'00" N., long. 106°15'00" 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 and excluding that airspace below 11,500 feet MSL bounded by a line beginning at lat. 33°57'00" N., long. 105°27'00" W., thence to lat. 33°12'50" N., long. 105°27'00" W., to lat. 33°10'20" N., long. 105°38'00" W., thence counterclockwise along the arc of a 35-mile radius circle centered at lat. 32°51'04" N., long. 106° 06'05" W. to and along long. 106°04'00" W. to and along the south boundary of V-264 to long. 105°50'30" W., thence to point of beginning.

AMENDMENTS 11/12/70 35 F. R. 14304 (Added)

New Orleans, La.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 30°06'25" N., longitude 90°16'35" W.; to latitude 30°08'20" N., longitude 90°02'30" W.; thence clockwise along the arc of a 7-mile radius circle centered at the New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.); to latitude 30°02'20" N., longitude 89°54'20" W.; to latitude 29°49'40" N., longitude 89°54'20" W.; thence clockwise along the arc of a 7-mile radius circle centered at NAS New Orleans-Alvin Callender Field (latitude 29°49'40" N., longitude 90°01'25" W.); to latitude 29°44'45" N., longitude 90°05'25" W.; to latitude 29°53'45" N., longitude 90°20'00" W.; thence clockwise along the arc of an 8-mile radius circle centered at New Orleans International-Moisant Field (latitude 29°59'25" N., longitude 90°15'15" W.); to point of beginning; and within 2 miles each side of the Harvey VOR 053° radial extending from the VOR to 8 miles NE;

AMENDMENTS 3/5/70 35 F. R. 6 (Changed)

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.).

AMENDMENTS 11/10/70 35 F. R. 17248 (Changed)

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.

AMENDMENTS 11/12/70 35 F. R. 14651 (Added)

Newport, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newport Municipal Airport (latitude 44°34'45" N., longitude 124°03'30" W.); within 2 miles each side of the Newport VORTAC 005° radial, extending from the 5-mile radius area to 10 miles N of the VORTAC; within 2 miles each side of the Newport VORTAC 044° radial, extending from the 5-mile radius area to 13 miles NE of the VORTAC; and within 2 miles each side of the Newport VORTAC 184° radial, extending from the 5-mile radius area to 9.5 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles W and 8 miles E of the Newport VORTAC 005° and 184° radials, extending from 12 miles N to 12 miles S of the VORTAC, and within lines 5 miles each side of the Newport VORTAC 237° radial including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines, extending from the VORTAC to a line extending through latitude 44°35'00" N., longitude 124°17'30" W. and latitude 44°22'00" N., longitude 124°13'25" W.; and that airspace between the arcs of a 12 and 16.5-mile radius circle centered on the Newport VORTAC, extending counterclockwise from the 044° radial to a line 5 miles west of a parallel to the 005° radial of the VORTAC.

Newport, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°53'22" N., 72°13'48" W., of Newport State Airport, Newport, Vt.,; within 2 miles each side of a bearing 032° from the Newport radio beacon extending from the 5-mile radius area to 8 miles northeast of the radio beacon, excluding the portion overlying Canada. This transition area is effective from sunrise to sunset, daily.

Newton, Iowa
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Newton Municipal Airport (latitude 41°40'40" N., longitude 93°01'25" W.); and within 2 miles each side of the Newton VOR 149° radial extending from the 4-mile radius area to the VOR.

Newton, Kans.
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Newton Municipal Airport (latitude 38°03'20" N., longitude 97°16'35" W.).

AMENDMENTS 12/10/70 35 F. R. 15906 (Rewritten)

New Ulm, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of New Ulm Municipal Airport (latitude 44°19'15" N., longitude 94°30'05" W.); and within 2 miles each side of the 307° bearing from New Ulm Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 307° bearing from New Ulm Municipal Airport extending from the airport to 12 miles northwest of the airport; and within 5 miles each side of the 127° bearing from New Ulm Municipal Airport, extending from the airport to 12 miles southeast of the airport.

New York, N. Y.
That airspace extending upward from 700 feet above the surface beginning at latitude 41°07'30" N., longitude 73°57'00" W.; to latitude 41°01'00" N., longitude 74°00'00" W.; to latitude 40°50'00" N., longitude 73°42'00" W.; to latitude 40°41'00" N., longitude 73°33'30" W.; to latitude 40°18'30" N., longitude 73°39'30" W.; to latitude 40°17'20" N., longitude 73°52'45" W.; to latitude 40°24'20" N., longitude 74°45'40" W.; to latitude 40°31'15" N., longitude 74°42'30" W.; to latitude 40°38'00" N., longitude 74°49'30" W.; to latitude 40°55'00" N., longitude 74°31'00" W.; to latitude 40°57'00" N., longitude 74°33'00" W.; to latitude 41°03'00" N., longitude 74°27'00" W.; to latitude 41°02'30" N., longitude 74°21'00" W.; to latitude 41°11'00" N., longitude 74°09'00" W.; to the point of beginning; that airspace extending upward from 1,200 feet above the surface beginning at latitude 41°19'00" N., longitude 74°00'00" W.; to latitude 41°12'00" N., longitude 74°00'00" W.; to latitude 41°11'00" N., longitude 74°09'00" W.; to latitude 40°57'00" N., longitude 74°28'30" W.; to latitude 40°49'00" N., longitude 74°37'00" W.; to latitude 41°19'00" N., longitude 74°33'00" W.; to the point of beginning; and that airspace extending upward from 1,200 feet above the surface beginning at latitude 40°30'00" N., longitude 73°36'00" W.; thence via latitude 40°30'00" N. to the W edge of V-139; thence along the west edge of V-139 to latitude 40°12'55" N., longitude 73°19'00" W.; to latitude 40°17'20" N., longitude 73°52'45" W.; to latitude 40°18'30" N., longitude 73°39'30" W.; to the point of beginning. The airspace within W-106 below 3,000 feet MSL and that airspace within Control Area 1147 are excluded.

Nome, Alaska
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Nome VOR. extending clockwise from the 319° radial to the 125° radial; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Nome VOR.

Norfolk, Nebr.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Norfolk VOR.

Norfolk, Va.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°10'35" N., longitude 76°17'35" W., to latitude 36°49'45" N., longitude 75°52'05" W., to latitude 36°29'25" N., longitude 76°09'40" W., to latitude 36°35'40" N., longitude 76°18'40" W., to latitude 36°54'00" N., longitude 76°27'30" W., to latitude 36°54'00" N., longitude 76°36'15" W., to latitude 37°10'30" N., longitude 76°46'00" W., to latitude 37°14'40" N., longitude 76°39'50" W., thence to the point of beginning, and 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.

AMENDMENTS 12/23/70 35 F. R. 19504 (Changed)

North, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.); 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 Airman's Information Manual.
AMENDMENTS 10/15/70 35 F. R. 13425 (Changed)

North Bend, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the North Bend VORTAC 004° radial, extending from the VORTAC to 6 miles north of the VORTAC; within 2 miles each side of the North Bend VORTAC 023° radial, extending from the VORTAC to 8 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 044° radial, extending from the VORTAC to 11 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 090° radial, extending from the VORTAC to 8 miles east of the VORTAC; within 2 miles each side of the North Bend VORTAC 111° radial, extending from the VORTAC to 13 miles east of the VORTAC; within 2 miles each side of the North Bend VORTAC 182° radial, extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles each side of the North Bend VORTAC 270° radial, extending from the VORTAC to 10 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the North Bend VORTAC, extending clockwise from the east edge of V-27, south of the VORTAC to the east edge of V-287 north of the VORTAC; within 5 miles north and 8 miles south of the North Bend VORTAC 090° radial, extending from the VORTAC to 12 miles east of the VORTAC.

North Carolina
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of North Carolina including that airspace within 3 nautical miles of and parallel to the shoreline of North Carolina; and including the additional airspace bounded by a line beginning at latitude 34°09'45" N., longitude 77°45'45" W., to latitude 34°03'05" N., longitude 77°42'30" W., to latitude 34°01'05" N., longitude 77°50'05" W.; thence via a line 3 nautical miles from and parallel to the shoreline to the point of beginning; and that airspace bounded by a line beginning at latitude 33°50'30" N., longitude 78°23'45" W., to latitude 33°45'50" N., longitude 78°31'00" W., to latitude 33°48'10" N., longitude 78°31'45" W.; thence via a line 3 nautical miles from and parallel to the shoreline to the point of beginning; and that airspace extending upward from 2,000 feet MSL to FL-600 bounded on the east by longitude 75°30'00" W., on the south and west by a line 3 nautical miles from and parallel to the shoreline and on the north by latitude 36°33'30" N., excluding that airspace within R-5301A and B, R-5306 A, B, and C, R-5311, R-5313, R-5302.

North Conway, N. H.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (44°01'25" N., 71°06'45" W.), of White Mountain Airport, North Conway, N. H.; within 2 miles each side of a 128° bearing from the North Conway, N. H., RBN (44°01'26" N., 71°06'59" W.), extending from the 5-mile radius area to 8 miles southeast of the RBN.
That airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of a 128° bearing from the North Conway, N. H., RBN extending from the RBN to 12 miles southeast of the RBN; within 5 miles each side of a direct line extending from the Whitefield, N. H., RBN (44°21'58" N., 71°33'00" W.) to the North Conway, N. H., RBN; within 5 miles each side of a direct line extending from the Montpelier, Vt., VOR to the North Conway, N. H., RBN; within 5 miles each side of a direct line extending from the Lebanon, N. H., VOR to the North Conway, N. H., RBN and within 5 miles each side of a line bearing 116° from the North Conway, N. H., RBN extending from the RBN to the northwest boundary of the Portland, Maine, 1,200-foot transition area, excluding those portions that coincide with the Berlin, N. H., Lebanon, N. H., and Burlington, Vt., 1,200-foot transition areas. This transition area is effective from sunrise to sunset, daily.

North Hilo, Hawaii
That airspace extending upward from 1,200 feet above the surface north of Hilo, Hawaii, bounded on the south by V-1 Hawaii, and on the west, north and east by a line extending from V-1 Hawaii, through latitude 20°30'00" N., longitude 155°33'30" W.; to latitude 20°45'00" N., longitude 155°43'00" W.; thence along latitude 20°45'00" N.; to longitude 155°27'00" W.; thence through latitude 20°27'22" N., longitude 155°15'00" W., to V-1 Hawaii.

North Philadelphia, Pa.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 234° bearing from the Wings Field, Philadelphia, Pa., RBN (latitude 40° 07' 33" N., longitude 75° 17' 08" W.) extending from the RBN to 8 miles SW of the RBN, within a 7-mile radius of the North Philadelphia Airport (latitude 40° 04' 45" N., longitude 75° 00' 35" W.); within a 7-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.) and including the airspace beginning at latitude 40° 17' 40" N., longitude 75° 21' 15" W., to latitude 40° 24' 10" N., longitude 75° 09' 20" W., to latitude 40° 18' 10" N., longitude 75°03'50" W., to latitude 40°22'05" N., longitude 74°52'00" W., to latitude 40°10'30" N., longitude 74°48'00" W., to latitude 40°07'30" N., longitude 74°53'30" W., to latitude 40°02'40" N., longitude 75° 08' 00" W., to latitude 40° 04' 30" N., longitude 75° 18' 50" W., to latitude 40° 07' 00" N., longitude 75° 22' 00" W., to point of beginning.

North Platte, Nebr.
That airspace extending upward from 700' above the surface within a 10-mile radius of Lee Bird Field (latitude 41°07'35" N., longitude 100°41'50" W.); and within 2 miles each side of the North Platte VOR 209° radial, extending from the 10-mile radius area to 8 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the North Platte VOR.

Northway, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the 307° and 127° bearings from the Northway RR, extending from 8 miles SE to 12 miles NW of the RR; and that airspace extending upward from 1,200 feet above the surface within 16 miles NE and 25 miles SW of the 307° and 127° bearings from the Northway RR, extending from 22 miles SE to 42 miles NW of the RR.

Ocala, Fla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Ocala Municipal (Jim Taylor Field) Airport (lat. 29°10'18" N., long. 82°13'26" W.).

AMENDMENTS 11/10/70 35 F. R. 17834 (Rewritten)

Ocean City, Md.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°18'35" N., 75°07'20" W., of Ocean City Airport, Ocean City, Md., and within 2 miles each side of the Snow Hill, Md., VORTAC 047° radial extending from the 5-mile radius area to 18 miles northeast of the VORTAC excluding the portion outside the United States.

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.

AMENDMENTS 8/20/70 35 F. R. 10503 (Added)

Ogden, Utah.
That airspace extending upward from 700 feet above the surface bounded on the north by latitude 41°27'00" N., on the east by longitude 111°55'00" W., on the south by latitude 41°00'00" N., and on the west by longitude 112°22'00" W., within 4.5 miles southwest and 9.5 miles northeast of the Ogden VORTAC 316° radial extending from the VORTAC to 18.5 miles northwest of the VORTAC;
that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 111°50'00" W., on the S by latitude 41°00'00" N., on the W by longitude 112°45'00" W., and on the N by the N boundary of V-288, that airspace W of Ogden bounded on the S and W by the Wendover, Utah, transition area, on the N by V-6 and on the E by longitude 112°45'00" W., that airspace W of Ogden bounded on E by longitude 112°45'00" W., on the S by V-6 and on the N by V-288, that airspace NW of Ogden within 10 miles SW and 6 miles NE of the Ogden VORTAC 316° radial, extending from the N boundary of V-288 to 63 miles NW of the VORTAC, that airspace N of Ogden within 10 miles W and 7 miles E of the Ogden VORTAC 345° radial, extending from the N boundary of V-288 to 42 miles N of the VORTAC; that airspace E of Ogden extending upward from 10,500 feet m.s.l. bounded on the N by V-288 on the S by V-6 and on the W by longitude 111°50'00" W., and that airspace bounded on the N by V-6, on the SE by V-32, on the S by latitude 41°00'00" N., and on the W by longitude 111°50'00" W.

Ogdensburg, N.Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°40'52" N., 75°28'05" W. of Ogdensburg Municipal Airport, Ogdensburg, N.Y., excluding the portion over Canada: within 2 miles each side of a 077° bearing from the Ogdensburg radio beacon extending from the 5-mile radius to 8 miles east of the radio beacon.
That airspace extending upward from 1,200 feet above the surface beginning at 44°16'00" N., 75°30'00" W. to 44°16'00" N., 76°10'00" W., thence NE along the U.S./Canadian border to 44°56'00" N., 75°05'00" W. to 44°42'00" N., 75°05'00" W. to point of beginning.

Oklahoma
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.

AMENDMENTS 11/12/70 35 F. R. 14651 (Added)

Oklahoma City, Okla.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 35°15'30" N., longitude 97°19'00" W.; to latitude 35°23'00" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°14'30" W.; to latitude 35°40'30" N., longitude 97°28'30" W.; to latitude 35°39' 00" N., longitude 97°40'00" W.; to latitude 35°33'00" N., longitude 97°50'00" W.; to latitude 35°34'30" N., longitude 97°58'00" W.;to latitude 35°22'30" N., longitude 98°02'00" W.; to latitude 35°18'00" N., longitude 97°42'00" W.; to latitude 35°08'00" N., longitude 97°42"00" W., to latitude 35°03'45" N., longitude 97°31'15" W., to latitude 35°07'00" N., longitude 97°30'00" W.; to point of beginning; and within 8 miles NW and 5 miles SE of Oklahoma City VORTAC 230° radial, extending from the VORTAC to 12 miles SW of the VORTAC.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Okmulgee, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Okmulgee, Okla., Airport (latitude 35°39'45" N., longitude 95°56'45" W.); and within 8 miles S and 5 miles N of the Okmulgee VOR 068° Radial extending from the VOR to 12 miles E.

Olean, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Olean Municipal Airport (latitude 42°14'20" N., longitude 78°22'30" W.), and within 2 miles each side of the Olean REN 033° bearing, extending from the 7-mile radius area to 8 miles NE of the REN, from 0700 to 2200 hours, local time, daily.

Olney, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Olney-Noble Airport, Olney, Ill. (latitude 38°43'20" N., longitude 88°10'25" W.); and within 2 miles each side of the 223° bearing from Olney-Noble Airport, extending from the 5-mile radius area to 8 miles SW of the airport.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Omaha, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); within 2 miles each side of the Eppley Field ILS localizer southeast course, extending from the 10-mile radius area to 15 miles southeast of the airport; and within 5 miles northeast and 8 miles southwest of the Eppley Field ILS localizer northwest course, extending from the 10-mile radius area to 12 miles northwest of the OM; within a 10-mile radius of Offutt AFB (latitude 41°07'20" N., longitude 95°54'35" W.); within 6 miles northeast and 8 miles southwest of the Offutt AFB VOR 310° and 130° radials, extending from the 10-mile radius area to 12 miles southeast of the VOR; and within 2 miles each side of the Offutt AFB TACAN 307° radial, extending from the 10-mile radius area to 8 miles northwest of the TACAN; within a 5-mile radius of Council Bluffs, Iowa, Municipal Airport (latitude 41°15'35" N., longitude 95°45'40" W.); and within 2 miles each side of the Omaha VORTAC 341° radial, extending from the 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area beginning southeast of Omaha at the north edge of V-216 and longitude 95°00'00" W.; thence north along longitude 95°00'00" W. to and east along the north edge of V-6, to and north along longitude 94°42'00" W., to and west along the south edge of V-172, to and north along longitude 95°18'00" W., to and west along latitude 41°43'00" N., to and south along longitude 96°25'00" W., to and east along latitude 41°30'00" W., to and south along longitude 96°23'00" W., to and east along the north edge of V-216 to the point of beginning.

Omak, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Omak Airport (latitude 48°27'50" N., longitude 119°31'00" W.), within 2 miles each side of the 177° bearing from the Omak radio beacon (latitude 48°27'13" N., longitude 119°30'56" W.), extending from the 5-mile radius area to 8 miles S of the radio beacon; and that airspace extending upward from 1,200 feet above the surface, within 7 miles E and 10 miles W of the 177° and 357° bearings from the Omak radio beacon, extending from 8 miles N to 20 miles S of the radio beacon.

O'Neill, Nebr.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of O'Neill Municipal Airport (latitude 42°28'10" N., longitude 98°41'15" W.); and within 3½ miles each side of the O'Neill VORTAC 315° radial, extending from the 5½-mile radius area to 12 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the arc of an 18½-mile radius circle centered on the O'Neill VORTAC, extending from the O'Neill VORTAC 228° radial clockwise to the O'Neill VORTAC 049° radial; and within the arc of a 9-mile radius circle centered on the O'Neill VORTAC, extending from the O'Neill VORTAC 049° radial clockwise to the O'Neill VORTAC 228° radial.

Oneonta, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (42°31'26" N., 75°03'56" W.), of Oneonta Municipal Airport, Oneonta, N. Y.; and within 2 miles each side of the Rockdale VOR 067° radial, extending from the 5-mile radius area to the Rockdale VOR, excluding the portion within the Sidney, N. Y. transition area.

Ontario, 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.

AMENDMENTS 9/17/70 35 F. R. 11898 (Rewritten)

Opelousas, La.
That airsapce 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.

AMENDMENTS 8/20/70 35 F. R. 10755 (Added)

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.

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 McCoy AFB (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°17'20.5" N., long. 81°26'05" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.
AMENDMENTS 1/29/70 34 F. R. 18159 (Changed); 11/12/70 35 F. R. 14076 (Rewritten)

Osceola, Wis.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Osceola Municipal Airport (latitude 45°18'40" N., longitude 92°41'30" W.); and within 3 miles each side of the 114° bearing from Osceola Municipal Airport, extending from the 6½-mile radius to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 114° and 294° bearings from Osceola Municipal Airport, extending from 6 miles northwest to 18½ miles southeast of the airport.

Oscoda, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 7-mile radius area to 14 miles SW of the TACAN; and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 7-mile radius area to 14 miles NE of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of Wurtsmith AFB; within 5 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 30-mile radius to 40 miles E of the TACAN; and within the area bounded on the NW by a line 5 miles NW and parallel to the 238° bearing from the Wurtsmith AFB OM, on the NE by the 30-mile radius area, on the SE by a line 5 miles SE and parallel to the 216° bearing from the Wurtsmith AFB OM, and on the SW by the arc of a 33-mile radius circle centered on the Wurtsmith AFB OM.

Oshkosh, 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.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 302° bearing from Oshkosh Municipal Airport, extending from the airport to 18½ miles northwest of the airport.

AMENDMENTS 4/30/70 35 F. R. 4199 (Added)

Oshkosh, Wis.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Wittman Field (latitude 43°59'25" N., longitude 88°33'20" W.); within 3½ miles each side of the 275° radial of the Oshkosh VOR extending from the 10-mile radius area to 12 miles west of the VOR; within 9½ miles west and 4½ miles east of the 008° radial of the Oshkosh VOR extending from the 10-mile radius area to 18½ miles north of the VOR; within 9½ miles east and 4½ miles west of the 182° radial of the Oshkosh VOR extending from the 10-mile radius area to 18½ miles south of the VOR; within an 8½-mile radius of the Fond du Lac County Airport (latitude 43°46'10" N., longitude 88°29'30" W.); and within 9½ miles south and 4½ miles north of a 275° bearing from the Fond du Lac County Airport, extending from the 8½-mile radius area to 18½ miles west of the airport excluding the portion which overlies the Appleton, Wis., 700-foot floor transition area; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44°36'00" N., longitude 87°47'15" W.; to latitude 44°36'00" N., longitude 87°27'00" W.; to latitude 43°30'00" N., longitude 87°27'00" W.; to 43°30'00" N., longitude 88°30'00" W.; to latitude 43°40'40" N., longitude 89°38'20" W., thence north along the east boundary of V-177W to latitude 44°19'50" N., longitude 89°29'00" W.; thence counterclockwise via the arc of a 15-mile radius circle centered on the Stephens Point, Wis. VOR; to latitude 44°28'30" N., longitude 89°14'25" W.; to latitude 44°29'25" N., longitude 88°35'00" W.; thence clockwise via the arc of a 20-mile radius circle centered on the Green Bay, Wis. VOR to the point of beginning excluding the portion which overlies the Cecil, Wis. transition area.

AMENDMENTS 1/7/71 35 F. R. 17034 (Rewritten)

Oswego, Kans.
That airspace extending upward from 1,200 feet above the surface within 10 miles W and 7 miles E of the Oswego VOR 207° and 027° radials, extending from 20 miles NE to 9 miles SW of the VOR, excluding the portion within the State of Oklahoma.

AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Ottumwa, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Ottumwa Industrial Airport (latitude 41°06'20" N., longitude 92°26'50" W.) and within 2 miles each side of the Ottumwa VORTAC 309° radial extending from the 6-mile radius area to 13 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of a line 5 miles south of and parallel to the Ottumwa 251° radial and the arc of a 25-mile radius circle centered on the Ottumwa VORTAC, thence clockwise along the arc of a 25-mile radius circle centered on the Ottumwa VORTAC, to and south along a line 5 miles east of and parallel to the Ottumwa VORTAC 026° radial, to and clockwise along the arc of a 15-mile radius circle centered on the Ottumwa VORTAC, to and west along a line 5 miles south of and parallel to the Ottumwa VORTAC 251° radial to the point of beginning.

Owensboro, Ky.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°44'32" N., 87°09'57" W. of the Owensboro-Daviess County Airport, Owensboro, Ky., and within 5 miles NW and 8 miles SE of the Owensboro VOR 222° radial extending southwesterly from the VOR for 12 miles and within 5 miles W and 8 miles E of the Owensboro VOR 184° radial extending southerly from the VOR for 12 miles

Oxford, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the University-Oxford Airport (latitude 34°23'05" N., longitude 89°32'10" W.); within 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.

AMENDMENTS 2/3/70 35 F. R. 2869 (Rewritten)

Oxford, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (39°30'10" N., 84°47'15" W.) of Miami University Airport, Oxford, Ohio, and within 2 miles each side of the Oxford, Ohio, RBN (39°30'27" N., 84°46'50" W.) 225° bearing extending from the 5-mile radius area to 11 miles southwest of the RBN.

Oxnard, Calif.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point Mugu RBN; that airspace extending upward from 1,200 feet above the surface bounded on the east by long. 118°50'00" W., on the south by lat. 34°00'00" N., on the west by long 120°00'00" W., and on the north by a line extending from 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.; to lat. 34°30'00" N., long. 118°50'00" W.; within the arc of a 34-mile radius circle centered on the Point Mugu TACAN, extending clockwise from the 165° radial to the 255° radial, and within 14 miles southeast and 9 miles northwest of the Point Mugu TACAN 220° radial, extending from the 34-mile radius area to 49 miles southwest of the TACAN, excluding the portion within W-412; and that airspace extending upward from 5,000 feet MSL bounded on the north by latitude 34°15'00" N., on the east by longitude 120°00'00" W., on the south by latitude 34°00'00" N., and on the west by longitude 120°30'00" W., excluding the portion within the Santa Barbara, Calif., transition area.

AMENDMENTS 1/7/71 35 F. R. 17031 (Changed)

Paducah, Ky.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 37°03'40" N., 88°46'20" W., of Barkley Field, Paducah, Ky.; within 3.5 miles each side of the 234° bearing from the Paducah RBN, extending from the 9-mile radius area to 12 miles southwest of the RBN; and within 3.5 miles each side of the Paducah VORTAC 225° radial, extending from the 9-mile radius area to 12 miles southwest of the VORTAC.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 37°01'30" N., 88°35'00" W. to 36°41'30" N., 88°55'30" W. to 36°53'30" N., 89°10'00" W. to 37°10'00" N., 89°07'10" W. to point of beginning, excluding the portion which overlies the State of Illinois.

AMENDMENTS 3/5/70 35 F. R. 623 (Rewritten)
AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Pahokee, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Palm Beach County Glades Airport (latitude 26°47'15" N., longitude 80°41'35" W.); within 2 miles each side of the Pahokee VORTAC 342° radial extending from the 5-mile radius area to 9 miles N of the VORTAC.

Palacios, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Palacios VORTAC 308° radial extending from the VORTAC to 8 miles NW, and within 2 miles each side of the Palacios VORTAC 176° radial extending from the Palacios VORTAC to the intersection with the Matagorda Island AFB VOR 033° radial and within 2 miles each side of the Matagorda Island AFB VOR 033° radial extending from its intersection with the Palacios VORTAC 176° radial to 16 miles NE of the Matagorda Island AFB VOR.

Palestine, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Palestine Municipal Airport (latitude 31°47'00" N., longitude 95°42'10" W.), and within 2 miles each side of the 208° bearing from the Palestine RBN (latitude 31°46'48" N., longitude 95°42'03" W.) extending from the 5-mile radius area to 8 miles southwest of the RBN.

Palm Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Palm Beach International Airport (latitude 26°41'05" N., longitude 80°05'35" W.).

PENDING AMENDMENT
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.); excluding the portion outside the continental limits of the United States.

AMENDMENTS 2/4/71 35 F. R. 19172 (Rewritten)

Palmdale, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles S and 7 miles N of the Palmdale VORTAC 298° radial extending from the VORTAC to 18 miles NW; within 6 miles S and 12 miles N of the Palmdale VORTAC 298° and 118° radials extending from 11 miles NW to 13 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°36'30" N., longitude 118°45'00" W., to latitude 35°44'00" N., longitude 117°53'00" W., to latitude 36°07'00" N., longitude 117°53'00" W.. to latitude 36°07'00" N., longitude 117°35'00" W., to latitude 35°36'00" N., longitude 117°26'00" W., to latitude 35°25'00" N., longitude 117°26'00" W., to latitude 35°25'00" N., longitude 117°16'52" W., to latitude 35°15'56" N., longitude 117°16'52" W., to latitude 35°15'56" N., longitude 117°06'30" W., to latitude 35°34'30" N.. longitude 116°29'40" W., to latitude 35°34'30" N., longitude 116°23'30" W., to latitude 35°28'35" N., longitude 116°18'45" W., to latitude 35°21'30" N., longitude 116°13'00" W., to latitude 34°43'00" N., longitude 116°13'00" W., thence W along latitude 34°43'00" N., to the SE boundary of V-21, thence along the SE boundary of V-21 to latitude 34°30'00" N., thence W along latitude 34°30'00" N., to longitude 118°20'00" W., thence N along longitude 118°20'00" W., to the S boundary of V-137, thence W along the S boundary of V-137 to longitude 118°45'00" W., thence to point of beginning.

Palmer, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42° 13'25" N., 72°18'45" W., of Metropolitan Airport, Palmer, Mass.; within 2 miles each side of the runway 4 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the runway 22 centerline extended from the 5-mile radius area to 9 miles southwest of the end of the runway, and within 2 miles each side of the 202° bearing from the Palmer, Mass., RBN, 42°13'26" N., 72° 18'47" W., extending from the 5-mile radius area to 8 miles south of the RBN, excluding the portion which coincides with the Chicopee Falls. Mass., transition area.

Palm Springs, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.), within 2 miles NE and 5 miles SW of the Palm Springs VOR 120° and 300° radials, extending from 3 miles NW to 8.5 miles SE of the VOR, and within 3 miles S of the 104° bearing from the Palm Springs Airport, extending from the 5-mile radius area to 10 miles E of the airport.

Pampa, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Perry Le Fors Airport (latitude 35°36'25" N., longitude 100°59'55" W.), and within 2 miles each side of the 001° bearing from the Pampa RBN (latitude 35°36'40" N., longitude 100°59'45" W.), extending from the 7-mile radius area to 8 miles north of the RBN.

Panama City, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-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.

AMENDMENTS 3/5/70 35 F. R. 309 (Rewritten)

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, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Henry County Airport (latitude 36°20'15" N., longitude 88°23'00" W.); within 3 miles each side of the 210° bearing from Paris RBN (latitude 36°20'28" N., longitude 88°22'46" W.), extending from the 5-mile radius area to 8.5 miles southwest of the RBN; within 3 miles each side of the 353° bearing from Paris RBN, extending from the 5-mile radius area to 8.5 miles north of the RBN; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles east and 4.5 miles west of the 353° bearing from Paris RBN, extending from the RBN to 18.5 miles north; within 5 miles each side of the 331° bearing from Paris RBN, extending from the RBN to the Paducah, Ky., transition area, excluding the portion within the State of Tennessee.

AMENDMENTS 1/8/70 34 F. R. 17511 (Rewritten)

Paris, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.), and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 6-mile radius area to the VOR.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Parker, Calif.
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Parker VORTAC 071° and 251° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Parkersburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°21'00" N., 81°26'15" W., of Wood County Airport, Parkersburg, W. Va.; within 2 miles each side of the Parkersburg VOR 208° and 028° radials extending from the 6-mile radius area to 8 miles northeast of the VOR.

Park Rapids, Minn.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Park Rapids Municipal Airport (latitude 46°53'55" N., longitude 95°04'15" W.); and within 3 miles each side of the 132° bearing from Park Rapids Municipal Airport, extending from the 6½-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 132° and 312° bearings from Park Rapids Municipal Airport, extending from 6 miles northwest to 18½ miles southeast of the airport, excluding the portion north of latitude 47°00'00" N.; and within 5 miles each side of the 307° bearing from Park Rapids Municipal Airport, extending from the airport to 12 miles northwest of the airport.

AMENDMENTS 7/23/70 35 F. R. 8474 (Rewritten)

Parsons, Kansas
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Tri-City Airport (latitude 37°20'00" N., longitude 95°30'30" W.), and within 5 miles E and 8 miles W of a 359° bearing from the Tri-City Airport, extending from the Airport to a point 12 miles N; and that airspace extending upward from 1,200 feet above the surface within 5 miles NE and 5 miles SW of the Oswego VOR 306° radial extending from the Oswego VOR to the Tri-City Airport, and within 5 miles E and 5 miles W of the Chanute VOR 166° radial extending from the Chanute VOR to the Tri-City Airport excluding the Oswego and Chanute transition areas.

Pascagoula, Miss.
That airspace extending upward from 700 feet above the surface within a 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.

AMENDMENTS 4/30/70 35 F. R. 3110 (Rewritten)
AMENDMENTS 12/10/70 35 F. R. 16315 (Changed)

Pasco, Wash.
That airspace extending upward from 700 feet above the surface, within 5 miles southwest and 8 miles northeast of the Pasco VOR 132° radial, extending from the VOR to 12 miles southeast of the VOR, within 5 miles southeast and 8 miles northwest of the Pasco 036° and 216° radials, extending from 12 miles northeast to 3 miles southwest of the VOR, within 2 miles each side of the Pasco 250° radial, extending from the VOR to 12 miles west of the VOR, and within 2 miles each side of the Pasco 276° radial, extending from the VOR to 9 miles west of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles southwest and 8 miles northeast of the Pasco 132° and 312° radials, extending from 8 miles northwest to 18 miles southeast of the VOR, excluding the portion within Restricted Area R-6715.

Paso Robles, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Paso Robles VORTAC 332° and 342° radials, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.) to 10 miles NW of the VOR, and within 2 miles each side of the Paso Robles VORTAC 149° radial, extending from the arc of a 5-mile radius circle centered on the Paso Robles County Airport to 8 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 12 miles NE and 7 miles SW of the Paso Robles VORTAC 149° and 329° radials, extending from 20 miles SE to 9 miles NW of the VORTAC, and within 12 miles NE and 7 miles SW of the 142° and 322° radials, extending from 9 miles SE to 24 miles NW of the VORTAC.

Patterson, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harry P. Williams Memorial Airport (latitude 29°42'40" N., longitude 91°20'18" W.), within 2.5 miles each side of the Tibby VORTAC 276° radial extending from the 5-mile radius area to 24 miles west of the VORTAC, and within 3.5 miles each side of the 228° bearing from the Patterson RBN (latitude 29°42'32" N., longitude 91°20'14" W.) extending from the 5-mile radius area to 11.5 miles southwest of the RBN.

AMENDMENTS 1/8/70 34 F. R. 18298 (Added)

Patuxent River, Md. NAS

That airspace extending upward from 700 feet above the surface within a 14-mile radius of the NAS Patuxent River VOR, excluding the portion NW of a line extending from latitude 38°15'00" N., longitude 76°39'20" W., to latitude 38°26'20" N., longitude 76°14'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 37°55'30" N., longitude 76°46'00" W., to latitude 37°44'40" N., longitude 75°58'05" W., to latitude 38°15'20" N., longitude 75°40'05" W., to latitude 38°16'10" N., longitude 75°42'20" W., to latitude 38°23'00" N., longitude 75°38'00" W., to latitude 38°57'00" N., longitude 75°53'00" W., to latitude 38°47'00" N., longitude 76°16'00" W., to latitude 38°14'00" N., longitude 76°46'00" W., to latitude 38°14'00" N., longitude 77°04'00" W., to point of beginning. The portion within R-4002 is excluded.

Peach Springs, Ariz.

That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Peach Springs VORTAC 074° and 254° radials, extending from 9 miles W to 20 miles E of the VORTAC. That airspace extending upward from 9,000 feet MSL bounded on the north by a line 5 miles north of and parallel to a direct line between the Grand Canyon, Ariz., VOR and the Boulder City, Nev., VORTAC, on the south by the north edge of V-210 and on the southwest by the northeast edge of V-105E.

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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Pekin, Ill.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Pekin Municipal Airport (latitude 40°29'25" N., longitude 89°40'20" W.); excluding the portion which overlies the Peoria, Ill., 700-foot floor transition area.

AMENDMENTS 12/10/70 35 F. R. 15907 (added)

Pellston, Mich.

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Pellston, Mich., Emmet County Airport (latitude 45°34'40" N., longitude 84°47'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Pellston VORTAC extending clockwise from a line 5 miles SW of and parallel to the Pellston VORTAC 310° radial to a line 5 miles W of and parallel to the Pellston VORTAC 180° radial, and within 8 miles NE and 5 miles SW of the 132° bearing from Emmet County Airport, extending from the airport to 12 miles SE of the airport.

Pendleton, Oreg.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 45°41'30" N., longitude 118°47'24" W.; 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; that airspace extending upward from 1,200 feet above the surface within 11 miles NE and 7 miles SW of the Pendleton VORTAC 137° radial extending from the 12-mile radius area to 50 miles SE of the VORTAC, within 10 miles S and 7 miles N of the Pendleton 254° radial extending from the 12-mile radius area to 33 miles W of the VORTAC, within 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-29S

AMENDMENTS 5/28/70 35 F. R. 5912 (Changed)

Pennsylvania
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 42°40'00" N., longitude 75°30'00" W., to latitude 42°10'00" N., longitude 75°25'00" W., to latitude 42°00'00" N., longitude 75°26'00" W., to latitude 42°00'00" N., longitude 75°00'00" W., to latitude 41°31'00" N., longitude 75°07'00" W., to latitude 40°56'16" N., longitude 75°11'04" W., to latitude 40°48'00" N., longitude 75°00'00" W., to latitude 40°49'00" N., longitude 74°37'00" W., to latitude 40°38'00" N., longitude 74°49'30" W., to latitude 40°31'15" N., longitude 74°42'30" W., to latitude 40°24'20" N., longitude 74°45'40" W., to latitude 40°16'10" N., longitude 74°39'20" W., to latitude 40°00'35" N., longitude 74°54'35" W., to latitude 39°53'00" N., longitude 74°48'00" W., to latitude 39°43'00" N., longitude 74°48'00" W., to latitude 39°18'20" N., longitude 75°36'40" W., to latitude 39°50'00" N., longitude 76°19'40" W., to latitude 39°50'00" N., longitude 77°47'00" W., to latitude 39°30'00" N., longitude 78°30'00" W., to latitude 39°30'00" N., longitude 78°58'00" W., to latitude 39°25'00" N., longitude 78°58'00" W., to latitude 39°25'00" N., longitude 79°20'00" W., to latitude 40°02'00" N., longitude 79°51'30" W., thence clockwise along a 37-mile arc centered on the Imperial, Pa., VORTAC to the 202° radial of the Imperial VORTAC; thence within a 60-mile radius of the Imperial VORTAC extending clockwise from the 202° to the 249° radials; thence along a 37-mile arc centered on the Imperial VORTAC, extending clockwise from the 249° radial to latitude 40°56'00" N., longitude 80°36'00" W., to latitude 40°56'00" N., longitude 80°52'00" W., to latitude 41°05'00" N., longitude 80°50'00" W., to latitude 41°28'00" N., longitude 81°10'00" W., thence counterclockwise via the arc of a 19-mile radius circle centered on the Lost Nation Airport, Willoughby, Ohio (latitude 41°41'00" N., longitude 81°23'35" W.) to: latitude 41°50'55" N., longitude 81°05'30" W., to latitude 41°55'00" N., longitude 80°35'00" W., to latitude 42°14'00" N., longitude 80°41'00" W., to latitude 42°37'00" N., longitude 79°15'00" W., to latitude 42°32'00" N., longitude 78°52'00" W., to latitude 42°32'00" N., longitude 77°36'00" W., to latitude 42°40'00" N., longitude 77°23'45" W., to latitude 42°41'30" N., longitude 76°23'00" W., thence to the point of beginning.

Pensacola, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Pensacola Municipal Airport (latitude 30°28'25" N., longitude 87°11'10" W.); within 8 miles southwest and 5 miles northeast of the 331° bearing from the Brent LOM, extending from the 8-mile radius area to 12 miles northwest of the LOM; within a 6-mile radius of NAS Saufley Field (latitude 30°28'15" N., longitude 87°20'30" W.); within 8 miles southeast and 5 miles northwest of Saufley VOR 234° radial, extending from the 6-mile radius area to 12 miles southwest of the VOR; within a 9-mile radius of NAS Pensacola (Forrest Sherman Field) (latitude 30°21'15" N., longitude 87°19'00" W.); within 7 miles each side of the NAS Pensacola (Forrest Sherman Field) Runways 6/24 and 18/36 extended centerlines, extending from the 9-mile radius area to 12 miles northeast, south and southwest of the airport.

Peoria, Ill.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Peoria Airport (latitude 40°39'45" N., longitude 89°41'35" W.); within 2 miles each side of the Greater Peoria Airport ILS localizer southeast course, extending from the 8-mile radius area to 8 miles southeast of the OM; within 8 miles southwest and 5 miles northeast of the Peoria VORTAC 279° radial, extending from the 8-mile radius area to 12 miles west of the VORTAC; within a 5-mile radius of Mount Hawley Auxiliary Airport (latitude 40°47'35" N., longitude 89°36'50" W.).

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Perry, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Perry Municipal Airport (latitude 41°49'35" N., longitude 94°09'30" W.); and within 2 miles each side of the 147° bearing from Perry Municipal Airport, extending from the 5-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 147° bearing from Perry Municipal Airport, extending from the airport to 12 miles southeast of the airport, excluding the portions which overlie the Jefferson, Iowa, transition area.

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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Perryville, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Perryville, Mo., Municipal Airport (latitude 37°51'55" N., longitude 89°51'45" W.) and within 2 miles each side of the Farmington, Mo., VORTAC 057° radial extending from the 8-mile radius area to 15 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area beginning at the intersection of lines 5 miles southwest of and parallel to the Farmington VORTAC 336° and 120° radials, thence northwest along a line 5 miles southwest of and parallel to the Farmington VORTAC 336° radial to and clockwise along the arc of a 13-mile radius circle centered on the Farmington VORTAC, to and northwest along a line 5 miles southwest of and parallel to the Farmington VORTAC 120° radial, to the point of beginning, and within 5 miles each side of the Farmington VORTAC 057° radial extending from the 13-mile radius area to 15 miles northeast of the VORTAC.

Petersburg, Va.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (37°11'05" N., 77°30'30" W.) of Petersburg Municipal Airport, Petersburg, Va.; within 4.5 miles each side of the 226° bearing from the Petersburg RBN (37°07'48" N., 77°34'30" W.) extending from the 8.5-mile radius area to 11.5 miles southwest of the RBN and within 2 miles each side of the runway 32 centerline extended from the 8.5-mile radius area to 9 miles northwest of the end of the runway, excluding the portion that coincides with the Richmond, Va., transition area.

AMENDMENTS 1/8/70 34 F. R. 18816 (Added)

Philadelphia, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Philadelphia International Airport(latitude 39° 52' 30" N., longitude 75° 14' 20" W.); within 2 miles each side of the Philadelphia International Airport ILS localizer W course, extending from the OM to 8 miles W of the OM; within a 5-mile radius of the Bridgeport, N. J., Airport (latitude 39° 47' 40" N., longitude 75° 20' 25" W.); within 2 miles each side of the 329° bearing from the Philadelphia ILS OM, extending from the OM to 8 miles NW of the OM; within 2 miles each side of the Woodstown, N. J., VOR 350 radial, extending from the VOR to 10 miles north of the VOR.

Philip, S. Dak.
That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the Philip, S. Dak. VOR 102° and 282° radials extending from 14 miles W to 8 miles E of the VOR.

Philipsburg, Pa.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 40°53'05" N., 78°05'15" W., of Mid-State Airport, Philipsburg, Pa., within 2 miles each side of the Philipsburg VOR 067° radial extending from the 10-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the 342° bearing from the Philipsburg RBN extending from the 10-mile radius area to 8 miles NW of the RBN.

Phoenix, Ariz.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33°48'30" N., longitude 112°15'00" W., direct to latitude 33°34'45" N., longitude 111°32'15" W., thence clockwise via the arc of a 20-mile radius circle centered on Williams AFB (latitude 33°18'25" N., longitude 111°39°35" W.) to latitude 33°02'30" N., longitude 111°47'30" W., thence direct to latitude 33°16'00" N., longitude 112°31'00" W., thence via an arc of a 20-mile radius circle centered on Luke AFB (latitude 33°32'05" N., longitude 112°22'55" W.) to point of beginning;
and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 112°30'00" W.; thence to latitude 34°10'00" N., longitude 111°30'00" W.; thence to latitude 34°00'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 112°00'00" W.; thence to latitude 32°51'00" N., longitude 112°30'00" W.; thence to latitude 32°51'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N.. longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 112°43'00" W.; thence to the point of beginning. That airspace west of Phoenix extending upward from 5,500 feet MSL bounded on the north by the south edge of V-16, on the east by longitude 113°00'00" W., on the south by the north edge of V-66 and on the west by longitude 114°00'00" W., and that airspace extending upward from 7,000 feet MSL bounded on the north by latitude 34°00'00" N., on the east by longitude 113°00'00" W., on the south by the north edge of V-16 and on the west by longitude 114°00'00" W., excluding that airspace within restricted areas R-2308A, R-2308B, and R-2307.

Picayune, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Picayune Municipal Airport (latitude 30°31'20" N., longitude 89°42'25" W.); within 3 miles each side of the Picayune VOR 334° radial, extending from the 5-mile radius area to 8.5 miles northwest of the VOR.

AMENDMENTS 2/12/70 35 F. R. 102 (Rewritten)

Pierre, S. Dak.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Pierre Municipal Airport (latitude 44°22'50" N., longitude 100°17'15" W.); within 2 miles each side of the Pierre VOR 086° radial, extending from the 8-mile radius area to 12 miles E of the VOR; and within 2 miles each side of the Pierre VOR 266° radial, extending from the 8-mile radius area to 20 miles W of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Pierre VOR 086° and 266° radials, extending from 3 miles W to 12 miles E of the VOR; within the arc of a 28-mile radius circle centered on the Pierre VOR; extending clockwise from a line 5 miles NW of and parallel to the Pierre VOR 056° radial to a line 5 miles S of and parallel to the Pierre VOR 086° radial; and within the arc of a 24-mile radius circle centered on the Pierre VOR, extending clockwise from a line 6 miles S of and parallel to the Pierre VOR 253° radial to the Pierre VOR 302° radial.

Pine Bluff, Ark.
That airspace extending upward from 700 feet above the surface within a 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.

AMENDMENTS 9/17/70 35 F. R. 11900 (Rewritten)

Pine Mountain, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Gardens-Harris County Airport (latitude 32°50'30" N., longitude 84°52'55" W.); within 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.

AMENDMENTS 9/17/70 35 F. R. 11618 (Rewritten)

Pipestone, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pipestone Municipal Airport (latitude 43°59'10" N., longitude 96°18'05" W.); and within 3 miles each side of the 193° bearing from Pipestone Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 013° and 193° bearings from Pipestone Municipal Airport, extending from 5 miles north to 18½ miles south of the airport; and within 5 miles each side of the 013° bearing from Pipestone Municipal Airport, extending from the airport to 12 miles north of the airport.

Piqua, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°10' 00" N., 84°19'00" W. of Piqua Airport, Piqua, Ohio; and within 2 miles each side of the Dayton VOR 024° radial extending from the 4-mile radius area to the VOR.

Pitman, N. J.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 39°45' 00" N., 75°08'00" W. of Pitman Airport, Pitman, N. J., and within 2 miles each side of the Woodstown, N. J., VOR 047° radial extending from the 4-mile radius area to the VOR, excluding that portion within the Philadelphia Pa.. transition area. effective from sunrise to sunset. daily.

Pittsburgh. Pa.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Greater Pittsburgh Airport (latitude 40° 29' 35" N., longitude 80° 14' 25" W.); within an 8-mile radius of Allegheny County Airport, Pittsburgh, Pa. (latitude 40° 21' 15" N., longitude 79° 55' 40" W.), and the airspace within tangent lines extending from the Greater Pittsburgh 8-mile radius area to the Allegheny County 8-mile radius area; within 2 miles each side of the Greater Pittsburgh Runway 10-L-ILS localizer west course extending from the 8-mile radius area to the Creek, Pa., REN, and within 2 miles each side of the Allegheny REN 257° bearing, extending from the Allegheny County 8-mile radius area to 8 miles west of the REN.

Pittsfield, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44° 46'05" N., 69°22'40" W. of Pittsfield Municipal Airport, Pittsfield, Maine and within 3.5 miles each side of the 350° bearing and the 170° bearing from the Burnham, Maine RBN 44°41'50" N., 69°21'30" W., extending from the 5-mile radius area to 10 miles south of the RBN.

AMENDMENTS 11/12/70 35 F. R. 14650 (Rewritten)

Pittsfield, Mass.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 42°25'36" N., 73°17'30" W., of Pittsfield Airport, Pittsfield, Mass.; within 2 miles each side of the Pittsfield RBN 059° bearing extending from the 7-mile radius area to 8 miles northeast of the RBN; and within 2 miles each side of the Chester VOR 299° radial extending from the 7-mile radius area to 10 miles northwest of the VOR.

Plainview, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex., (latitude 34°10'10" N., longitude 101°43'00" W.).

Plattsburgh, N. Y.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the center, 44°39' 05" N., 73°28'10" W., of Plattsburgh AFB, Plattsburgh, N. Y.; within 2 miles each side of the airport ILS localizer north course extending from the 13-mile radius area to 12 miles north of the OM; within 2 miles each side of the Plattsburgh VOR 033° radial extending from the 13-mile radius area to 8 miles northeast of the VOR.

Plymouth, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of 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.

AMENDMENTS 10/15/70 35 F. R. 12888 (Rewritten)

Plymouth, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54' 35" N., 70°43'45" W., of Plymouth Municipal Airport, Plymouth, Mass., and within 2 miles each side of the Whitman, Mass., VOR 129° radial extending from the 5-mile radius area to the VOR, and within 2 miles each side of the 204° bearing from the Plymouth, Mass., REN , 41°54'32" N., 70°44'11" W. extending from the 5-mile radius area to 8 miles southwest of the Plymouth REN, excluding that airspace which coincides with the Boston, Mass., and Taunton, Mass., 700-foot transition areas.

Plymouth, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mettetal Airport (latitude 42°20'55" N., longitude 83°27'25" W.); and within 2 miles each side of the Salem, Mich., VORTAC 120° and 126° radials, extending from the 5-mile radius area to the VORTAC, excluding the portion which overlies the Detroit, Mich., 700-foot floor transition area and the Salem, Mich., transition area.

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 a 17-mile radius of latitude 71°18'00" N., longitude 156°43'00" W.

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.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 127° bearing from School of the Ozarks Airport, extending from the airport to 18½ miles southeast of the airport, excluding the portion within the State of Arkansas.

AMENDMENTS 6/25/70 35 F. R. 7177 (Added)
AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)

Point Reyes, Calif.
That airspace extending upward from 1,200 feet above the surface N of Point Reyes bounded on the NE and E by V-27, on the SW by V-107, and on the W by V-199; and W of Point Reyes bounded on the E by V-199; on the S by Control 1173, on the W by a line extending from latitude 38°02'35" N., longitude 123°14'25" W. to latitude 38°17'30" N., longitude 123°16'45" W., to latitude 38°25'30" N., longitude 123°23'00" W., to 38° 43'30" N., longitude 123°23'15" W., and on the N by latitude 38°43'30" N.

Ponca City, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ponca City Municipal Airport (latitude 36° 43' 40" N., longitude 97° 05' 50" W.) within 2 miles each side of the Ponca City VORTAC 289° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC.

AMENDMENTS 11/12/70 35 F. R. 14651 (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 66°33'50" W.) north of latitude 18°00'00" N., and within an 8-mile radius of Mercedita Airport south of latitude 18°00'00" N.; within 9.5 miles south and 4.5 miles north of the Ponce VOR 111° radial, extending from the VOR to 18.5 miles east of the VOR.

AMENDMENTS 2/5/70 34 F. R. 19500 (Rewritten)

Pontiac, Michigan
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.) and within 5 miles N and 8 miles S of the Pontiac VOR 091° and 271° radials extending from 2 miles E to 12 miles W of the Pontiac VOR.

Poplar Bluff, Mo.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Earl Fields Memorial Airport (latitude 36°46'20" N., longitude 90°19'20" W.); and within 3 miles each side of the 189° bearing from Earl Fields Memorial Airport, extending from the 5½-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 009° and 189° bearings from Earl Field Memorial Airport, extending from 6 miles north to the Arkansas transition area, and within 5 miles each side of the 075° bearing from the Earl Fields Memorial Airport extending from the airport to V-9.

AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)

Portal, Ariz.
That airspace extending upward from 1,200 feet above the surface within 13 miles north and 8 miles south of the Cochise, Ariz., VORTAC 096° radial extending from 20 miles east to 56 miles east of the VORTAC, and that airspace extending upward from 1,200 feet above the surface bounded on the northeast by V-198, on the south by V-16, and on the west by longitude 108°49'00" W.

Port Angeles, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clallam County Airport, Port Angeles, Wash. (latitude 48°07'20" N., longitude 123°29'40" W.); within a 5-mile radius of CGAS Port Angeles (latitude 48°08'30" N., longitude 123°24'45" W.), within 2 miles N and 5 miles S of the Port Angeles VOR 093° radial, extending from the VOR to 12 miles E of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-440, on the S by latitude 48°03'00" N., on the W by longitude 123°35'00" W. and on the N by the United States/Canadian border.

Port Clinton, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 41° 30'55" N., long. 82°52'00" W. of Carl R. Keller Field, Port Clinton, Ohio.

AMENDMENTS 1/7/71 35 F. R. 17247 (Added)

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 Huron, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of St. Clair County Airport, Port Huron, Mich. (latitude 42°54'45" N., longitude 82°31'35" W) and within 2 miles each side of the 229° and 341° bearings from St. Clair County Airport extending from the 5-mile radius area to 8 miles SW and N of the airport, excluding the portion outside the United States.

Portland, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Steed Field (latitude 40°27'00" N., longitude 84°59'15" W.); and within 2 miles each side of the 100° bearing from Steed Field, extending from the 6-mile radius area to 8 miles East of the airport.

Portland, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (43°38'50" N., 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; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°59'00" N., longitude 69°16'00" W., thence to latitude 43°50'00" N., longitude 69°18'00" W., to latitude 43°44'00" N., longitude 69°19'42" W., thence SW via the W boundary of Warning Area W-103 to latitude 42°45'00" N., longitude 70°37'00" W., thence to latitude 42°53'00" N., longitude 71°05'00" W., to latitude 43°45'00" N., longitude 71°09'00" W., to latitude 44°06'00" N., longitude 70°43'00" W., to latitude 44°02'05" N., longitude 70°37'30" W., to latitude 44°13'30" N., longitude 70°11'30" W., to latitude 44°12'00" N., longitude 70°10'00" W., to latitude 44°05'00" N., longitude 70°23'00" W., to latitude 43°55'00" N., longitude 70°28'00" W., to latitude 43°50'00" N., longitude 70°12'00" W., to latitude 44°03'00" N., longitude 70°06'00" W., to latitude 44°09'00" N., longitude 69°57'00" W., thence counterclockwise via the arc of a 14-mile radius circle centered on the Augusta, Maine VOR to latitude 44°09'00" N., longitude 69°39'00" W., thence to the point of beginning, including that airspace outside of the continental control area extending upward from FL 240 to FL 300, inclusive, within an 18-mile radius of latitude 42°59'50" N., longitude 70°45'30" W.

AMENDMENTS 12/10/70 35 F. R. 15907 (Changed)

Portland, Oreg.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of the Portland International Airport (latitude 45°35'20" N., longitude 122°35'35" W.), within a 5-mile radius of Kelso-Longview, Washington Airport (latitude 46°07'12" N., longitude 122°53'58" W.), within 2 miles each side of the 012° bearing from the Kelso, Wash., RBN (latitude 46°09'14" N., longitude 122°54'40" W.), extending from the 5-mile radius area to 8 miles north of the RBN, within 5 miles northeast and 11 miles southwest of the 299° bearing from the Sauvies RBN, extending from the 23-mile radius area to 25 miles northwest of the RBN, and within 4.5 miles northeast and 9.5 miles southwest of the 119° bearing from the Lake LOM, extending from the 23-mile radius area to 18.5 miles southeast of the LOM; that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Portland International Airport; that airspace northwest of Portland extending from the 30-mile radius area bounded on the south by latitude 45°38'00" N., on the west by longitude 123°17'00" W., on the north by V-112, that airspace north of the Kelso REN bounded on the north by latitude 46°26'00" N., on the east by a line 6 miles east of and parallel to the 021° bearing from the REN, on the south by latitude 46°09'00" N., on the southwest by a line 5 miles southwest of and parallel to the 336° bearing from the REN; that airspace south of the Kelso REN bounded on the north by latitude 46°09'00" N., on the northeast by a line 6 miles northeast of and parallel to the 151° bearing from the REN, on the south by the 30-mile radius area and the north edge of V-112, on the northwest by a line 5 miles northwest of and parallel to the 216° bearing from the REN, and within 5 miles east and 8 miles west of the 012° bearing from the Kelso REN extending from the REN to 12 miles north of the REN; that airspace extending upward from 4,500 feet MSL northwest of Portland bounded on the south by V-112, on the west by longitude 123°17'00" W., on the north by latitude 46°11'00" N., and on the east by V-165; that airspace extending upward from 6,500 feet MSL west of Portland extending from the 30-mile radius area bounded on the SE by V-287W, on the W by V-27, and on the N by V-112, that airspace N of Portland extending from the 30-mile radius area bounded on the W by V-287, on the N by the arc of a 40-nautical mile radius circle centered on McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'05" W.), and on the E by longitude 122°16'00" W.; that airspace east of Portland extending from the 30-mile radius area bounded on the north by the south edge of V-448S, on the east by an arc of a 60-mile radius circle centered on the Portland Airport and on the south by the Newberg VORTAC 081° radial; that airspace within arcs of 30- and 44-mile radius circles centered on Portland Airport bounded on the north by the Newberg VORTAC 081° radial and on the south by the northeast edge of V-165 excluding that airspace within Federal airways, that airspace south of Portland bounded on the northeast by the southwest edge of V-165, on the south by an arc of a 60-mile radius circle centered on Portland Airport and on the west by the east edge of V-23E; that airspace extending upward from 8,500 feet MSL north of Portland extending from the 30-mile radius area bounded on the northwest by the Portland VORTAC 036° radial, on the northeast by an arc of a 60-mile radius circle centered on Portland Airport and on the southeast by the northwest edge of V-448; that airspace east and southeast of Portland within arcs of 44- and 60-mile radius circles centered on the Portland Airport extending clockwise from the Newberg 081° radial to the northeast edge of V-165, excluding the airspace within arcs of 44- and 60-mile radius circles centered on the Portland Airport bounded on the north by the Portland VORTAC 118° radial and on the south by the Newberg 092° radial.
That airspace extending upward from 11,500 feet MSL bounded on the north by latitude 46°25'00" N., on the east by longitude 121°53'00" W., on the northeast by an arc of a 60-mile radius circle centered on Portland Airport, on the southeast by the Portland VORTAC 036° radial, and on the west by longitude 122°16'00" W.

AMENDMENTS 8/20/70 35 F. R. 9921 (Changed)
AMENDMENTS 1/7/71 35 F. R. 17248 (Changed)

Portsmouth, N. H. (Pease AFB)
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Pease AFB (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the extended centerline of Runway 16, extending from the 11-mile radius area to 13 miles SE of the lift-off end of the runway.

Portsmouth, Ohio
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 38°50'26" N, 82°50'50" W, of Scioto County Airport, Portsmouth, Ohio; within 2 miles each side of a 178° bearing from the Portsmouth RBN 38°46'54" N, 82°50'42" W extending from the 8-mile radius area to 8 miles S of the REN.

Port Sulphur, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Port Sulphur, La., seaplane base (latitude 29°27'45" N., longitude 89°42'10" W.), and within 2 miles each side of the Harvey, La., VORTAC 145° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area, and within 2 miles each side of the Grand Isle VORTAC 050° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area.

Pottstown, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°15'37" N., 75°40'09" W., of Pottstown Municipal Airport, Pottstown, Pa.; within a 5-mile radius of the center, 40°14'15" N., 75°33'45" W., of Pottstown Limerick Airport, Pottstown, Pa.; within 2 miles each side of the centerline of Runway 1, Pottstown Municipal Airport, extended from the 6-mile radius area to 8 miles north of the end of the runway; within 5 miles east and 8 miles west of the Pottstown, Pa., VOR 190° radial extending from the VOR to 12 miles south of the VOR.

AMENDMENTS 12/30/70 35 F. R. 19748 (Changed)

Pottsville, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°42'25" N., 76°22'40" W., of Schuylkill County (Zerbey) Airport, Pottsville, Pa.; and within 2 miles each side of the Ravine, Pa., VOR 049° radial extending from the 6-mile radius area to 9 miles northeast of the VOR.

Poughkeepsie, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 41°37'40" N., 73°53'00" W. of Dutchess County Airport, Poughkeepsie, N. Y., and within 2 miles each side of the Kingston VOR 025° radial extending from the 7-mile radius area to 8 miles NE of the VOR within a 5-mile radius of the center (41°34'40" N., 73°43'55" W.) of Stormville Airport, Stormville, N. Y.; within 2 miles each side of the Stormville Airport Runway 8 centerline extended from the 5-mile radius area to 10 miles east of the end of the runway; within 2 miles each side of the Stormville Airport Runway 26 centerline extended from the 5-mile radius area to 6 miles west of the end of the runway and within 2 miles each side of the Kingston, N. Y., VOR 323° and 143° radials extending from the 5-mile radius area to 8 miles northwest of the Kingston, N. Y., VOR excluding that portion coinciding with the Newburgh transition area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°02'00" N., 73°16'00" W. to 41°49'00" N., 73°16'00" W. to 41°31'00" N., 73°20'00" W. to 41°31'00" N., 73°54'00" W. to 41°27'00" N., 73°54'00" W. to 41°19'00" N., 73°57'00" W. to 41°19'00" N., 74°33'00" W. to 41°31'00" N., 75°07'00" W. to 42°00'00" N., 75°00'00" W. to point of beginning.

Pratt, Kansas
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pratt Municipal Airport (latitude 37° 42' 10" N., longitude 98° 44' 55" W.), within 2 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the 6-mile radius area to 8 miles N of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the 352° bearing from Pratt Municipal Airport, extending from the airport to 12 miles N of the airport, within 5 miles each side of the 352° bearing from Pratt Municipal Airport, extending from the airport to 17 miles N of the airport, and within 5 miles each side of the 272° bearing from Pratt Municipal Airport, extending from the airport to 8 miles W of the airport.

Prescott, Ariz.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Prescott VORTAC 123° and 303° radials, extending from the arc of a 5-mile radius circle centered on the Prescott Airport (latitude 34°39'10" N., longitude 112°25'15" W.) to 8 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Prescott VORTAC, extending clockwise from a line 5 miles W of and parallel to the Prescott VORTAC 340° radial to a line 5 miles W of and parallel to the VORTAC 159° radial, and that airspace within a 12-mile radius of the Prescott VORTAC, extending clockwise from a line 5 miles W of and parallel to the Prescott VORTAC 159° radial to a line 5 miles W of and parallel to the VORTAC 340° radial.

Presque Isle, Maine
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 46°41' 30" N., 68°02'30" W., of Presque Isle Airport, Presque Isle, Maine; within 2 miles each side of the Presque Isle VORTAC 338° radial extending from the 8-mile radius area to 8 miles north of the VORTAC; within 2 miles each side of the Sprague ville RBN 167° bearing extending from the 8-mile radius area to 8 miles south of the RBN; within 2 miles each side of the Presque Isle VORTAC 160° radial extending from the 8-mile radius area to 21 miles south of the VORTAC; within a 5-mile radius of the center, 46°52'14" N., 68°01'07" W., of Caribou Airport, Caribou, Maine; within an 8-mile radius of the center, 46°57'05" N., 67°53'10" W., of Loring AFB, Limestone, Maine; within 2 miles each side of the Loring TACAN 348° radial extending from the Loring 8-mile radius area to 12 miles north of the TACAN; within 2 miles each side of the Loring ILS localizer south course extending from the Loring 8-mile radius area to 12 miles south of the OM, excluding the portion outside the United States.
That airspace extending upward from 1,200 feet above the surface within a 40-mile radius of the center of Loring AFB excluding the portion outside of the United States.

Price, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Price VOR (latitude 39°36'50" N., longitude 110°44'56" W.) and within 2 miles each side of the 201° radial of the Price 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 Price, VOR extending from 9 miles north to 18.5 miles south of the VOR.

AMENDMENTS 8/20/70 35 F. R. 10504 (Rewritten)

Priest, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by latitude 35° 55' 00" N., and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111, excluding the portion within the Lemoore, Calif., transition area.

Princeton, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Princeton Airport (latitude 45°12'05" N., longitude 67°34'00" W.); and within 2 miles each side of the Princeton VOR 143° radial, extending from the 5-mile radius area to the VOR.

Princeton, N.J.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°23'55" N., 74°39'30" W., of Princeton Airport within 2 miles each side of the Solberg, N.J., VOR 161° radial extending from the 4-mile radius area to the VOR; and within 2 miles each side of the runway 27 centerline extended from the 4-mile radius area to 6 miles west of the end of the runway.

Providence, R. I.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Theodore Francis Green State Airport, Providence, R. I. (latitude 41°43'30" N., longitude 71°25'48" W.), within 2 miles each side of the Providence ILS localizer NE course, extending from the 8-mile radius area to the intersection of the Putnam, Conn., VORTAC 106° radial, within 5 miles SE and 8 miles NW of the Providence ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM, within a 12-mile radius of NAS Quonset Point, R. I., (latitude 41°35'55" N., longitude 71°24'50" W.), within a 7-mile radius of the New Bedford, Mass., Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.), within 8 miles SE and 11 miles NW of the New Bedford ILS localizer SW course, extending from the localizer to 12 miles SW of the OM, within a 5-mile radius of the Fall River, Mass., Municipal Airport (latitude 41°45'15" N., longitude 71°06'40" W.), and within 2 miles each side of the 050° bearing from the Fall River, Mass., RBN, extending from the 5-mile radius area to 8 miles northeast of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°12'45" N., longitude 70°42'30" W.; to latitude 41°07'10" N., longitude 71°09'00" W.; to latitude 41°05'15" N., longitude 71°22'05" W.; to latitude 41°03'35" N., longitude 71°31'40" W.; to latitude 41°00'35" N., longitude 72°05'00" W., thence to latitude 41°18'00" N., longitude 72°30'30" W.; to latitude 41°40'00" N., longitude 72°08'00" W.; to latitude 41°55'00" N., longitude 71°59'00" W.; to latitude 41°47'45" N., longitude 71°46'40" W.; thence clockwise along the arc of a 27-mile radius circle centered on the NAS Quonset Point VOR to latitude 41°56'35" N., longitude 71°26'00" W.; to latitude 42°04'00" N., longitude 71°19'00" W.; to latitude 41°53'30" N., longitude 70°56'30" W.; to latitude 41°42'00" N., longitude 70°48'00" W.; to latitude 41°21'00" N., longitude 70°48'00" W.; to the point of beginning.

Provincetown, Mass.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 42°04'15" N., 70°13'15" W., of Provincetown Municipal Airport, Provincetown, Mass.; and within 2 miles each side of the Provincetown RBN 237° bearing extending from the 4-mile radius area to 8 miles SW of the RBN.

Provo, Utah
That airspace extending upward from 700 feet above the surface within 9.5 miles southwest and 4.5 miles northeast of the Provo VOR (latitude 40°12'52" N., longitude 111°43'13" W.) 328° and 148° radials extending from 25.5 miles northwest to 6.5 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 40°30'00" N., on the southeast by the northwest edge of V-235 and V-21, on the west by the east edge of V-257, and that airspace bounded on the east and south by an arc of a 23-mile radius circle centered on the Provo VORTAC extending clockwise from the south edge of V-200 to the southeast edge of V-21, on the west by a line from the point of intersection of the 23-mile arc and the southeast edge of V-21 direct to latitude 40°30'00" N., longitude 111°49'00" W., and on the northeast by a line from latitude 40°30'00" N., longitude 111°49'00" W., direct to point of beginning.

AMENDMENTS 11/12/70 35 F. R. 14306 (Changed) : Corr: 35 F. R. 16171

Pueblo, Colo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Pueblo VORTAC; within 2 miles each side of the Pueblo VORTAC 275° radial, extending from the 9-mile radius area to 16 miles west of the VORTAC, and within 4.5 miles each side of the Pueblo VORTAC 081° radial, extending from the 9-mile radius area to 11.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line extending from latitude 38°30'00" N., longitude 104°52'00" W., thence to latitude 38°30'00" W., longitude 104°00'00" W., thence to latitude 38°07'00" N., longitude 104°00'00" W., thence west along latitude 38°07'00" W., to the west edge of V-19, thence south along the west edge of V-19, and west along the north edge of V-210 to longitude 105°00'00" W., thence to latitude 38°07'00" N., longitude 104°43'00" W., thence to latitude 38°07'00" N., longitude 105°00'00" W., thence to latitude 38°25'00" N., longitude 105°00'00" W., thence to latitude 38°25'00" N., longitude 104°52'00" W., thence to point of beginning.

AMENDMENTS 3/5/70 35 F. R. 944 (Rewritten)

Pullman, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR (latitude 46°40'25" N., longitude 117°13'30" W.) 232° and 047° radials extending from the 5-mile radius area to 8 miles southwest of the VOR; that airspace extending upward from 1,200 feet above the surface within 9 miles northwest and 6 miles southeast of the Pullman VOR 052° and 232° radials extending from 17.5 miles southwest to 7.5 miles northeast of the VOR.

Quantico, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (38°30'10" N., 77°18'20" W.), of MCAS Quantico, Va.; and within 2 miles each side of the Brooke, Va., 013° radial extending from the 7-mile radius area to the VOR.

Quincy, Ill.
That airspace extending upward from 700 feet above the surface within 5 miles northwest and 8 miles southeast of the Quincy ILS localizer southwest course, extending from 4 miles northeast to 12 miles southwest of the OM; and that airspace extending upward from 1,200 feet above the surface west of the Illinois-Missouri boundary within a 13-mile radius of the Quincy VORTAC.

AMENDMENTS 1/7/71 35 F. R. 17036 (Rewritten)

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.

AMENDMENTS 3/5/70 35 F. R. 309 (Rewritten)
AMENDMENTS 12/10/70 35 F. R. 15209 (Rewritten)

Rantoul, Ill.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Chanute AFB.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

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 (latitude 36°44'30" N., longitude 104°30'00" W.) excluding that portion northwest of a line 5 miles northwest of and parallel to the Cimarron VORTAC 050° radial, within 3.5 miles northwest and 6 miles southeast of the Cimarron VORTAC 050° radial extending from the 8.5-mile radius area to 17.5 miles northeast of the VORTAC, and within 3.5 miles each side of the Cimarron VORTAC 050° radial extending from 17.5 miles northeast to 8 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6.5 miles northwest of the Cimarron VORTAC 050° radial extending from the VORTAC to 45 miles northeast, within 16.5 miles southeast of the Cimarron VORTAC 050° and 230° radials extending from 1.5 miles southwest to 29 miles northeast of the VORTAC, and within 8.5 miles southeast of the Cimarron VORTAC 050° radial extending from 29 miles northeast to 45 miles northeast of the VORTAC

AMENDMENTS 1/8/70 34 F. R. 18751 (Rewritten)

Rawlins, Wyo.
That airspace extending upward from 700 feet above the surface within 5 miles each side of the 089° bearing from the Sinclair RBN extending from the RBN to 11.5 miles east; that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 6 miles south of the 089° and 269° bearings from the Sinclair RBN extending from 8 miles west to 18.5 miles east of the RBN.

Reading, Pa.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 40°22'39" N., 75°57'57" W. of General Spaatz Field, Reading, Pa., and within 5 miles W and 8 miles E of the Reading ILS localizer S course extended from the OM for 12 miles; within 5 miles each side of the East Texas VOR 253° radial extended to the Ravine VOR 125° radial and within a 6-mile radius of the center, 40°30'08" N., 75°47'05" W. of Kutztown Airport, Kutztown, Pa., excluding that portion coincident with the Allentown, Pa., 700-foot transition area.

Readington, N. J.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°34'55" N., 74°44'20" W., of Solberg-Hunterdon Airport, Readington, N. J., and within 5 miles east and 5 miles west of Solberg, N. J., VORTAC 227° radial extending from the 6-mile radius area to 14 miles southwest of the VORTAC excluding the portion that coincides with the New York, N. Y., transition area.

Readsville, Mo.
That airspace extending upward from 1,200 feet above the surface within an area bounded on the north by V-4, on the east by the arc of a 33-mile radius circle centered on Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.), on the south by V-12, and on the west by V-63.

Red Bluff, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Redding Municipal Airport (latitude 40° 30' 35" N., longitude 122° 17' 30" W.), and within 2 miles each side of the Redding VOR 192° radial, extending from the 5-mile radius area to 10 miles S of the VOR, excluding the portion within a 1-mile radius of Redding Sky Ranch Airport (latitude 40° 30' 00" N., longitude 122° 22' 35" W.); and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Red Bluff VORTAC; within 9 miles each side of the Red Bluff VORTAC 291° radial, extending from the 20-mile radius area to 52 miles NW of the VORTAC; within 9 miles W and 10 miles E of the Red Bluff VORTAC 342° radial, extending from the 20-mile radius area to 67 miles N of the VORTAC, and within 10 miles W and 6 miles E of the Red Bluff VORTAC 015° radial, extending from the 20-mile radius area to 56 miles N of the VORTAC.

That airspace NW of Red Bluff extending upward from 1,200 feet above the surface bounded on the SW by a line 9 miles NE of and parallel to the Red Bluff VORTAC 291° radial, on the NW by a line 5 miles NW of and parallel to the Redding VOR 233° radial, and on the NE by a line 9 miles W of and parallel to the Red Bluff VORTAC 342° radial.

Red Hook, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°59'15" N., 73°50'15" W., of the Stark-Tator Skypark, within 2 miles each side of the centerline of Runway 19 extended from the 5-mile radius area to 7 miles south of the end of the runway and within 2 miles each side of the 358° radial of the Kingston, N. Y., VOR extending from the 5-mile radius area to the VOR, excluding the portion within the Poughkeepsie, N. Y. transition area.

Redmond, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Redmond VORTAC 269° radial extending from 1 to 8 miles west of the VORTAC; within 2 miles each side of the Redmond VORTAC 162° radial extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles each side of a 230° bearing from Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.), extending from the arc of a 5-mile radius circle centered on Roberts Field Airport to 10 miles southwest of the airport, and within 2 miles each side of a 302° bearing from the Redmond REN extending from the REN to 8 miles northwest of the REN; that airspace extending upward from 1,200 feet above the surface within 14 miles northeast and 2 miles southwest of the Redmond VORTAC 122° and 302° radials extending from 18 miles northwest to 10 miles southeast of the VORTAC, within 6 miles west and 9 miles east of the Redmond VORTAC 189° radial extending from the VORTAC to 19 miles south of the VORTAC, and that airspace bounded on the northeast by a line 2 miles southwest of and parallel to the Redmond VORTAC 302° radial, on the east by the west edge of V-25, on the south by a line 5 miles south of and parallel to the Redmond VORTAC 269° radial and on the west by an arc of a 17-mile radius circle centered on the Redmond VORTAC.

Redwood Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Redwood Falls Municipal Airport (latitude 44°32'45" N., longitude 95°04'45" W.); and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Redwood Falls VORTAC; within 5 miles each side of the Redwood Falls VORTAC 023° radial, extending from the 13-mile radius area to 18 miles north of the VORTAC; and within 4½ miles northwest and 9½ miles southeast of the Redwood Falls VORTAC 196° radial, extending from the 13-mile radius area to 18½ miles southwest of the VORTAC.

AMENDMENTS 10/15/70 35 F. R. 12888 (Rewritten)

Reed City, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Miller Airport (latitude 43°54'05" N., longitude 85°31'05" W.); within 5 miles east and 8 miles west of the 352° bearing from Miller Airport, extending from the airport to 16 miles north of the airport; and within 5 miles east and 8 miles west of the 003° bearing from Miller Airport, extending from the airport to 12 miles north of the airport.

Refugio, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Tom O'Connor Oilfield Airport (latitude 28°20'04" N., longitude 97°08'58" W.); within 2 miles each side of the 335° bearing from the Vidauri RBN (latitude 28°23'51" N., longitude 97°10'40" W.), extending from the 5-mile radius area to 8 miles northwest of the RBN; within 2 miles each side of the 039° bearing from the Refugio REN (latitude 28°20'27" N., longitude 97°08'58" W.), extending from the 5-mile radius area to 8 miles northeast of the REN; and within a 4-mile radius of Mellon Ranch Airport (latitude 28°16'15" N., longitude 97°12'30" W.).

Rehoboth Beach, Del.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°43'10" N., 75°07'35" W., of Rehoboth Aircrafters Airport, Rehoboth Beach, Del., and within 2 miles each side of the Waterloo, Del., VORTAC 144° radial extending from the 5-mile radius area to the VORTAC. This transition area is effective from sunrise to sunset, daily.

Reno, Nev.
That airspace extending upward from 700 feet above the surface within an arc of a 25-mile radius circle centered on Reno Municipal Airport (latitude 39°30'02" N., longitude 119°46'07" W.) beginning at longitude 120°00'00" W., clockwise to latitude 39°25'00" N.; thence direct latitude 39°13'00" N., longitude 119°47'00" W.; thence south via longitude 119°47'00" W. to its intersection with an arc of a 25-mile radius circle centered on Reno Municipal Airport; thence clockwise via the 25-mile radius arc to longitude 120°00'00" W.; thence direct to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the Reno VORTAC, excluding the portion west of longitude 120°19'00" W., east of longitude 119°00'00" W.; and that airspace southwest of Reno within 22 miles north and 13 miles south of the Lake Tahoe, Calif., VOR 090° and 270° radials, extending from 7 miles east to 35 miles west of the VOR.

Rhinelander, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Rhinelander-Oneida County Airport (latitude 45°38'00" N., longitude 89°27'30" W.); and within an 8-mile radius of the Drott Airport (latitude 45°31'00" N., longitude 89°33'40" W.); and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of the Rhinelander VORTAC; within 9½ miles southeast and 4½ miles northwest of the Rhinelander VORTAC 229° radial extending from the 17-mile radius area to 18½ miles southwest of the VORTAC; within 9½ miles southwest and 4½ miles northeast of the Rhinelander VORTAC 322° radial extending from the 17-mile radius area to 18½ miles northwest of the VORTAC; within 9½ miles northwest and 4½ miles southeast of the Rhinelander VORTAC 031° radial extending from the 17-mile radius area to 18½ miles northeast of the VORTAC; and within 9½ miles northwest and 4½ miles southeast of the Rhinelander VORTAC 058° radial extending from the 17-mile radius area to 23½ miles northeast of the VORTAC.

AMENDMENTS 10/15/70 35 F. R. 12750 (Rewritten)

Richmond, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Richmond Municipal Airport (latitude 39°45'20" N., longitude 84°50'30" W.); within 2 miles each side of the Richmond VOR 045° radial, extending from the 6-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the Richmond VOR 243° radial, extending from the 6-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the 234° bearing from the Richmond RBN, extending from the 6-mile radius area to 8 miles SW of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the northeast by a line extending from latitude 40°10'00" N., longitude 85°00'00" W., to latitude 39°40'00" N., longitude 84°25'00" W., on the southeast by a line extending from latitude 39°40'00" N., longitude 84°25'00" W., to latitude 39°12'00" N., longitude 85°30'00" W., and on the west by the Indiana-Ohio boundary.

AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

Richmond, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Eyrd Field (latitude 37°30'20" N., longitude 77°19'10" W.); within 2 miles each side of the Richmond VOR 136° radial, extending from the 8-mile radius area to 12 miles SE of the VOR; within 5 miles NW and 9 miles SE of the Richmond ILS localizer SW course, extending from the 8-mile radius area to 12 miles SW of the OM.

Rio Vista, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Rio Vista Airport (latitude 38°10'20" N., longitude 121°41'20" W.) and within 2 miles each side of the Sacramento VORTAC 202° radial extending from the 3-mile radius area to 8 miles north of the airport.

Riverhead, N. Y.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°00'35" N., longitude 72°05'00" W.; thence S via longitude 72°05'00" W. to the S boundary of V-139; thence SW via the SE boundary of V-139 to latitude 40°30'00" N., thence to latitude 40°30'00" N., longitude 73°36'00" W.; to latitude 40°41'00" N., longitude 73°33'30" W.; to latitude 40°50'00" N., longitude 73°42'00" W.; to latitude 41°00'00" N., longitude 73°33'00" W.; to latitude 41°00'00" N., longitude 72°45'00" W.; to latitude 41°18'00" N., longitude 72°30'30" W.; to the point of beginning, excluding the portion below 3,000 feet MSL within W-106.

Riverside, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°01'00" W., to latitude 33°50'00" N., longitude 117°01'00" W., to latitude 33°42'30" N., longitude 116°56'30" W., to latitude 33°38'00" N., longitude 117°09'00" W., to latitude 33°56'00" N., longitude 117°30'00" W., to latitude 33°56'00" N., longitude 117°59'00" W.; thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°30'00" N., longitude 117°43'00" W., thence E along latitude 34°30'00" N., to the SE boundary of V-21, thence along the SE boundary of V-21 to longitude 116°30'00" W., thence direct to latitude 34°40'30" N., longitude 116°29'40" W., to latitude 34°30'00" N., longitude 116°26'30" W., to latitude 34°16'00" N., longitude 116°18'00" W., to latitude 33°30'00" N., longitude 116°18'00" W., to latitude 33°30'00" N., longitude 117°30'00" W., to latitude 33°39'00" N., longitude 117°30'00" W., to latitude 33°46'00" N., longitude 117°45'00" W., to latitude 33°56'00" N., longitude 117°53'00" W., to latitude 33°56'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°59'00" W., to latitude 34°10'00" N., longitude 117°43'00" W., thence to point of beginning.

Riverton, Wyo.
That airspace extending upward from 700 feet above the surface within a 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, and that airspace within 1 mile north and 9.5 miles south of the Riverton VOR 291° radial extending from the 25-mile radius area to 30 miles west of the VOR.

AMENDMENTS 8/20/70 35 F. R. 10502 (Rewritten)

Roanoke, Va.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 37°19'25" N., 79°58'35" W., of Roanoke Municipal Airport, Roanoke, Va., and within 2 miles each side of the Roanoke VOR 177° radial extending from the 12-mile radius area to 17 miles south of the Roanoke VOR.

Robinson, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Robinson, Ill., Municipal Airport (latitude 39°00'51" N., longitude 87°38'47" W.) and within 8 miles SW and 5 miles NE of the 333° bearing from Robinson Municipal Airport extending from the airport to 12 miles NW of the airport.

Rochester, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fulton County Airport (latitude 41°03'55" N., longitude 86°11'55" W.); and within 2 miles each side of the 096° bearing from Fulton County Airport, extending from the airport to 8 miles east of the airport.

Rochester, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rochester Municipal Airport (latitude 43°54'25" N., longitude 92°29'45" W.); within 2½ miles each side of the Rochester VOR 029° radial, extending from the VOR to 23 miles northeast of the VOR; within 3 miles each side of the Rochester ILS localizer northwest course, extending from the 7-mile radius area to 19 miles northwest of the OM; and within 4½ miles southwest and 9½ miles northeast of the Rochester ILS localizer southeast course, extending from 3 miles northwest to 18½ miles southeast of the OM; and that airspace extending upward from 1,200 feet above the surface within a 22½-mile radius of Rochester VOR, extending clockwise from V-24 southeast of Rochester to V-82 northwest of Rochester; the airspace north and east of Rochester bounded on the west by the west edge of V-82, on the northwest by the arc of a 36-mile radius circle centered on the Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13'15" W.), on the northeast by V-2 and on the south by V-82; within 5 miles west and 7 miles east of the Rochester VOR 173° radial, extending from the 22½-mile radius area to 38 miles south of the VOR; and within 5 miles south and 7 miles north of the Rochester VOR 104° radial, extending from 22½ miles to 45 miles east of the VOR, excluding the portions that overlie the Winona and Fairbault-Owatonna, Minn., transition areas.

AMENDMENTS 1/8/70 34 F. R. 18851 (Rewritten)

Rochester, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Rochester-Monroe County Airport (latitude 43°07'10" N., longitude 77°40'15" W.); within 8 miles N and 5 miles S of the Rochester ILS localizer E course, extending from the Rochester-Monroe County Airport to 12 miles E of the OM; within 5 miles each side of the Rochester VOR 125° radial, extending from the 7-mile radius area to the INT of the Rochester VOR 125° and the Geneseo, N. Y., VORTAC 061° radials; within 2 miles each side of the Rochester VOR 168° radial, extending from the 7-mile radius area to 8 miles S of the VOR; and within 8 miles S and 5 miles N of the Rochester VOR 280° and 100° radials, extending from the Rochester-Monroe County Airport to 12 miles W; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from: latitude 43°24'00" N., longitude 76°53'00" W., to latitude 42°57'00" N., longitude 76°57'00" W., to latitude 42°32'00" N., longitude 77°36'00" W., to latitude 42°32'00" N., longitude 78°21'00" W., to latitude 43°06'00" N., longitude 78°21'00" W., to latitude 43°24'00" N., longitude 77°55'00" W., to point of beginning.

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.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Rockingham, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rockingham-Hamlet Airport (latitude 34°53'30" N., longitude 79°45'35" W.); within 4 miles each side of Pinehurst VORTAC 203° radial, extending from the 5-mile radius area to 18 miles southwest of the VORTAC.

Rockland, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Knox County Regional Airport (latitude 44°03'40" N., longitude 69°06'05" W.); within 2 miles each side of the 192° bearing from the Rockland RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the 292° bearing from the Knox County Regional Airport, extending from the 5-mile radius area to 7 miles W of the airport; and within 2 miles each side of the 332° bearing from the Knox County Regional Airport, extending from the 5-mile radius area to 7 miles NW of the airport.

AMENDMENTS 8/1/70 35 F. R. 12328 (Changed)

Rockport, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Aransas County Airport (latitude 28°05'14" N., longitude 97°02'30" W.), and within 2 miles each side of the 314° bearing from the Rockport RBN (latitude 28°05'30" N., longitude 97°02'40" W.), extending from the 5-mile radius area to 8 miles northwest of the RBN, and within 2 miles each side of the Corpus Christi VORTAC 062° radial, extending from the 5-mile radius area to 20.5 miles northeast of the VORTAC.

Rock Springs, Wyo.
That airspace extending upward from 700 feet above the surface within 9.5 miles north and 4.5 miles south of the 090° and 270° bearings from Rock Springs LOM, extending from 8 miles west to 18.5 miles east of the LOM; within 1 mile north and 6 miles south of the Rock Springs VORTAC 104° radial, extending from the VORTAC 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 Rock Springs VORTAC extending clockwise from a line 5 miles northwest of and parallel to the Rock Springs VORTAC 026° radial to a line 6 miles south of and parallel to the VORTAC 104° radial.

AMENDMENTS 10/15/70 35 F. R. 13362 (Rewritten)

Rocky Mount, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rocky Mount Municipal Airport (latitude 35°58'00" N., longitude 77°47'35" W.); within 4.5 miles each side of the Rocky Mount VORTAC 083° radial, extending from the 7-mile radius area to 8.5 miles east of the VORTAC; within an 8.5-mile radius of Rocky Mount-Wilson Airport (latitude 35°51'15" N., longitude 77°53'40" W.).

Rome, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Russell Field, Rome, Ga. (latitude 34°21'00" N., longitude 85°09'30" W.), within 2 miles each side of the Rome VOR 349° radial, extending from the 8-mile radius area to the VOR; within 2 miles each side of the 165° bearing from the Floyd RBN, extending from the 8-mile radius area to 8 miles S of the RBN.

AMENDMENTS 1/7/71 35 F. R. 17536 (Changed)

Roosevelt Roads, P.R.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of NS Roosevelt Roads (latitude 18°15'05" N., longitude 65°38'35" W.), excluding the portion within the San Juan 700-foot transition area.

Roscommon, Mich.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Roscommon County Airport (latitude 44°21'30" N., longitude 84°40'15" W.); and within 3 miles each side of the 082° bearing from Roscommon County Airport, extending from the 5½-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles south and 9½ miles north of the 082° and 262° bearings from Roscommon County Airport, extending from 5 miles west to 18½ miles east of the airport; and within 5 miles each side of the 256° bearing from Roscommon County Airport, extending from the airport to the Lake City, Mich., transition area.

Roseau, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Roseau Municipal Airport (latitude 48°51'25" N., longitude 95°41'40" W.); and within 2 miles each side of the 153° bearing from Roseau Municipal Airport, extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1200 feet above the surface within 5 miles SW and 8 miles NE of the 153° bearing from Roseau Municipal Airport, extending from the airport to 12 miles SE of the airport.

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 23-mile radius of the Roswell VORTAC extending clockwise between the 092° and 036° radials of the VORTAC, and within a 29-mile radius of the Roswell VORTAC extending clockwise between the 036° and 092° radials of the VORTAC.

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)
AMENDMENTS 12/10/70 35 F. R. 15635 (Rewritten)

Russell, Kans.
That airspace extending upward from 700 feet above the surface within 2½ miles each side of the Hays, Kans., VORTAC 086° radial, extending from a 5-mile radius circle centered on the Russell Municipal Airport (latitude 38°52'20" N., longitude 98°48'45" W.) to 19 miles east of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4½ miles north and 9½ miles south of the Hays VORTAC 086° radial extending from 1 mile to 29 miles east of the VORTAC, excluding the portion which overlies the Hays, Kansas, transition area.

Ruston, La.
That airsapce extending upward from 700 feet above the surface within a 5-mile radius of Ruston Municipal Airport (latitude 32°30'45" N., longitude 92°37'45" W.), and within 2 miles each side of the Monroe, La., VORTAC 278° radial extending from the 5-mile radius area to 24 miles west of the VORTAC.

Rutland, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 43°31'55" N., 72°57'00" W. of Rutland State Airport, Rutland, Vt., and within 5 miles east and 8 miles west of a 344° bearing from Rutland, Vt., RBN extending from the RBN to 12 miles north of the RBN.

Sacramento, Calif.
That airspace extending upward from 700 feet above the surface within a 13-mile radius circle centered on the Sacramento, Calif., VORTAC (latitude 38°26'37" N., longitude 121°33'02" W.); that airspace within an arc of a 38-mile radius circle centered on the Sacramento VORTAC, bounded on the west by the west edge of V-23, and on the southwest by the northeast edge of V-23, and that airspace SW of Sacramento bounded by a line beginning at latitude 38°16'00" N., longitude 122°05'00" W., thence to latitude 38°27'00" N., longitude 121°47'00" W., thence to latitude 38°16'00" N., longitude 121°39'00" W., thence to latitude 38°02'00" N., longitude 121°52'00" W., thence via latitude 38°02'00" N. to the W edge of V-195, thence via the W edge of V-195 to latitude 38°16'00" N., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the point of intersection of the E edge of V-195 and the S edge of V-200, thence via the S edge of V-200, the W edge of V-23 and latitude 39°00'00" N. to the W edge of V-283, thence via the W edge of V-283 to the N edge of V-244, thence via the N edge of V-244 to longitude 120°04'00" W., thence via longitude 120°04'00" W., to latitude 38°07'00" N., thence via latitude 38°07'00" N., to longitude 121°37'00" W., thence via longitude 121°37'00" W., to latitude 38°02'00" N., thence via latitude 38°02'00" N., to the E edge of V-195, thence via the E edge of V-195 to point of beginning.

Saginaw, Mich.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°16'00" N., longitude 83°30'00" W., thence west along latitude 43°16'00" N., to and north along longitude 84°25'00" W., to and northwest along a line 10 miles southwest of and parallel to the Saginaw, Mich., VORTAC 317° radial, to and clockwise along the arc of a 31-mile radius circle centered on the Saginaw VORTAC, to and south along a line 5 miles east of and parallel to the Saginaw VORTAC 013° radial, to and clockwise along the arc of a 20-mile radius circle centered on the Saginaw VORTAC, to and east along a line 10 miles north of and parallel to the Saginaw VORTAC 105° radial, to and south along longitude 83°24'00" W., to and west along the north edge of V-216, to and south along longitude 83°30'00" W., to the point of beginning and within 10 miles southwest and 7 miles northeast of the Saginaw VORTAC 317° radial extending from the 31-mile radius area to 37 miles northwest of the VORTAC.

St. Clairsville, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alderman Field, St. Clairsville, Ohio (latitude 40° 03' 25" N., longitude 80° 57' 55" W.), and within 2 miles each side of the Bellaire, Ohio, VOR 289° radial, extending from the 5-mile radius area to the VOR.

St. Cloud, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the St. Cloud Municipal Airport (latitude 45°32'45" N., longitude 94°03'40" W.); and within 3 miles each side of the 118° bearing from St. Cloud Municipal Airport, extending from the 7-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 118° bearing from St. Cloud Municipal Airport, extending from the airport to 18½ miles southeast of the airport; and within 5 miles each side of the 298° bearing from the St. Cloud Municipal Airport, extending from the airport to 12 miles northwest of the airport.
AMENDMENTS 12/10/70 35 F. R. 16241 (Added)

St. George, Utah
That airspace extending upward from 700 feet above the surface within 9.5 miles northeast and 6 miles southwest of the 131° bearing from the St. George radio beacon (latitude 37°05'13" N., longitude 113°35'27" W.) extending from 12.5 to 18.5 miles southeast of the radio beacon; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 6 miles southwest of the 131° and 311° bearings from the St. George radio beacon, extending from 7 miles northwest to 12.5 miles southeast of the radio beacon.
AMENDMENTS 4/2/70 35 F. R. 3155 (Added); Eff. date changed 4/30/70 35 F. R. 5465

St. Johns, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles SE and 7 miles NW of the St. Johns VORTAC 067° and 247° radials, extending from 9 miles NE to 20 miles SW of the VORTAC, excluding the portion within the State of New Mexico.
AMENDMENTS 11/12/70 35 F. R. 14304 (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; that airspace extending upward from 1,200 feet above the surface bounded by a line starting at the intersection of the southeast edge of V-77 and the west edge of V-13; thence south along the west edge of V-13 to latitude 39°42'20" N., longitude 94°29'00" W.; thence to latitude 39°44'00" N., longitude 94°43'20" W.; to latitude 39°30'00" N., longitude 94°49'00" W.; thence west along latitude 39°30'00" N., to the southwest edge of V-71; thence northwest along the southwest edge of V-71 to the west edge of V-77; thence north along the west boundary of V-77 to the northeast edge of V-71; thence northwest along the northeast edge of V-71; to the south edge of V-50 thence to latitude 40°00'35" N., longitude 95°32'30" W.; thence to latitude 40°09'00" N., longitude 95°30'00" W.; thence to latitude 40°05'40" N., longitude 95°07'35" W., thence clockwise via the arc of a 14-mile radius circle centered on the St. Joseph VOR to the southeast edge of V-77; thence northeast along the southeast edge of V-77 to the point of beginning; and that airspace extending upward from 4,500 feet MSL in the vicinity of St. Joseph bounded by V-13 on the west, V-161 on the east and V-50 on the south; within the area bounded on the west by V-13, on the north by V-50, on the east by V-161 and on the south by a direct line from latitude 39°39'30" N., longitude 94°07'40" W. to latitude 39°40'45" N., longitude 94°18'35" W.; within the area bounded on the north by V-216, on the east by V-15 and on the southwest by a line starting at the intersection of the south edge of V-216 and on the north edge of V-50, to the intersection of the north edge of V-50 and a line from latitude 40°00'35" N., longitude 95°32'30" W. to latitude 40°09'00" N.; longitude 95°30'00" W.; thence direct to latitude 40°09'00" N., longitude 95°30'00" W., to latitude 40°05'40" N., longitude 95°07'35" W., thence clockwise along the arc of a 14-mile radius circle centered on the St. Joseph VOR to its intersection with the west edge of V-15; and the area bounded on the southwest by V-15, on the north by V-216, on the southeast by V-77 and on the south by the arc of a 14-mile radius circle centered on the St. Joseph VOR.

St. Louis, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lambert-St. Louis Municipal Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 5 miles southeast and 8 miles northwest of the Lambert-St. Louis Municipal Airport Runway 24 ILS localizer northeast course, extending from the 10-mile radius area to 12 miles northeast of the Runway 24 OM; within 5 miles southwest and 8 miles northeast of the Lambert-St. Louis Municipal Airport Runway 12R ILS localizer northwest course, extending from the Runway 12R OM to 12 miles northwest of the OM; within an 8-mile radius of Civic Memorial Airport, Alton, Ill. (latitude 38°53'30" N., longitude 90°03'00" W.); that airspace extending upward from 1,200 feet above the surface within a 33-mile radius of Lambert-St. Louis Municipal Airport; within 6 miles southwest and 9 miles northeast of the St. Louis VORTAC 328° radial, extending from the 33-mile radius area to 36 miles northwest of the VORTAC; within 5 miles northwest and 8 miles southeast of the Maryland Heights VORTAC 243° radial, extending from the 33-mile radius area to 19 miles southwest of the VORTAC; within the area bounded on the west and northwest by the east and southeast edge of V-14S, on the northeast by the 33-mile radius area, on the southeast by the northwest edge of V-238 and on the south by the north boundary of V-88; within a 40-mile radius of Scott AFB (latitude 38°32'30" N., longitude 89°51'05" W.); excluding the portion overlying the State of Illinois; that airspace extending upward from 2,500 feet MSL within the area bounded on the northeast by the southwest 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, and 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, Mo., 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.
AMENDMENTS 2/5/70 35 F. R. 19872 (Rewritten); 1/7/71 35 F. R. 17036 (Changed)

St. Marys, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 41°24'45" N., 78°30'20" W., of St. Marys Municipal Airport, St. Marys, Pa.; within 2 miles each side of the Runway 9 centerline extended from the 5-mile radius area to 7 miles east of the end of the runway; within 2 miles each side of the Runway 27 centerline extended from the 5-mile radius area to 5 miles west of the end of the runway and within 2 miles each side of the Slate Run VORTAC 256° radial extending from the 5-mile radius area to 19 miles west of the VORTAC.

Salem, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of 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 6½ miles north of the airport.

AMENDMENTS 10/15/70 35 F. R. 12750 (Rewritten); 1/7/71 35 F. R. 17036 (Changed)

Salem, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of New Hudson, Mich., Airport (latitude 42°30'15" N., longitude 83°37'25" W.), and within a 6-mile radius of Wixom, Mich., Spencer Airport (latitude 42°31'15" N., longitude 83°33'10" W.), and within 2 miles each side of the Salem, Mich., VORTAC 347° and 013° radials extending from the 6-mile radius areas to the VORTAC, excluding that portion which coincides with the Pontiac, Mich. transition area.

Salem, Oreg.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of McNary Field, Salem, Oreg. (latitude 44°54'35" N., longitude 123°00'05" W.); within 2 miles each side of a 196° bearing from the Salem ILS LOM, extending from the 7-mile radius area to 8 miles S of the LOM and within 2 miles each side of the Salem ILS localizer SE course, extending from the 7-mile radius area to 6 miles SE of the LOM; that airspace extending upward from 1,200 feet above the surface within 6 miles SW and 7 miles NE of the 150° and 330° bearings from the Salem ILS LOM, extending from V-23E to V-23W.

Salina, Kansas
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 3 miles each side of the Salina VORTAC 012° radial extending from the 9-mile radius area to 8 miles N of the VORTAC, excluding the portion which overlies restricted area R-3601 and the McPherson, Kansas 700 foot floor transition area; and that airspace extending upward from 1200 feet above the surface within a 27-mile radius of the Salina, Kansas VORTAC; and that airspace SE of Salina bounded by a line starting at the intersection of the 27-mile radius and the S edge of V-4S; then east along the south edge of V-4S; to and SE along the W edge of V-307; to and W along the N edge of V-10; to and NE along the W edge of V-77; to and SW along the S edge of V-280; to and N along the E edge of V-73E; to the 27-mile radius; then counterclockwise along the 27-mile radius to the point of beginning.
AMENDMENTS 11/12/70 35 F. R. 13424 (Rewritten)

Salisbury, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 38°20'25" N., 75°30'40" W. of Salisbury-Wicomico Airport, Salisbury, Md., and within 2 miles each side of the Salisbury VOR 207° radial extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles each side of the Salisbury VOR 050° radial extending from the 7-mile radius area to 8 miles NE of the VOR; within 2 miles each side of the Salisbury VOR 134° radial extending from the 7-mile radius area to 8 miles SE of the VOR.

Salisbury, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Rowan County Airport (latitude 35°38'30" N., longitude 80°31'10" W.); within 3 miles each side of the 014° bearing from Salisbury NDB (latitude 35°40'29" N., longitude 80°30'32" W.), extending from the 8-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 2/5/70 34 F. R. 19499 (Rewritten)

Salt Lake City, Utah
That airspace extending upward from 700 feet above the surface bounded on the north by latitude 41°00'00" N., on the east by longitude 111°45'00" W., and on the south and west by the arc of an 18.5-mile radius circle centered on the Salt Lake City VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 111°36'00" W. and V-235, on the S by latitude 40°30'00" N., on the SW by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°40'00" N., longitude 112°56'30" W., on the W by longitude 112°56'30" W., and on the N by latitude 41°00'00" N.; that airspace E of Salt Lake City extending upward from 11,000 feet m.s.l. bounded on the NW by V-32, on the SE by V-235, on the SW by V-484, and on the W by longitude 111°36'00" W.; and that airspace SE of Salt Lake City extending upward from 12,400 feet MSL bounded on the NE by the SW edge of V-484, on the S by the N edge of V-200 and on the NW by the SE edge of V-235, excluding the portion within Restricted Area R-6403.

Salyer Farms, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Salyer Farms Airport (latitude 36°05'01" N., longitude 119°32'39" W.), and within 2 miles each side of the 151° bearing from the Salyer Farms radio beacon (latitude 36°05'14" N., longitude 119°32'44" W.) extending from the 3-mile radius area to 8 miles southeast of the radio beacon excluding that airspace within a 1-mile radius of Corcoran Airport (latitude 36°06'10" N., longitude 119°35'40" W.), that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 151° bearing from the Salyer Falms 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 Angelos ILS localizer southwest course extending from the OM to 12 miles southwest.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

San Antonio, Tex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 29°22'30" N., longitude 97°47'00" W., thence west via latitude 29°22'30" N. to and clockwise along the arc of a 23-mile radius circle centered at latitude 29°31'50" N., longitude 98°28'12" W., to latitude 29°13'15" N., longitude 98°20'00" 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°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.

AMENDMENTS 9/17/70 35 F. R. 11899 (Rewritten)

San Carlos, Ariz.
That airspace extending upward from 12,000 feet MSL bounded on the northwest by the southeast edge of V-190, on the east by an arc of a 115 mile radius circle centered on Williams AFB, Ariz. (latitude 33°18'25" N., longitude 111°39'35" W.); on the south by the north edge of V-94 and on the west by longitude 110°52'00" W.

San Diego, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33° 15' 00" N., longitude 117° 30' 30" W., to latitude 33° 15' 00" N., longitude 117° 17' 00" W., to latitude 33° 00' 00" N., longitude 117° 07' 00" W., to latitude 33° 00' 00" N., longitude 116° 51' 00" W., thence S along longitude 116° 51' 00" W., to the United States/Mexican Border, thence W along the United States/Mexican Border, and Flight Information Region Boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 33' 00" N., longitude 117° 27' 30" W., thence N to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 33° 30' 00" N., longitude 117° 30' 00" W., thence to latitude 33° 30' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 18' 00" W., thence to latitude 33° 00' 00" N., longitude 116° 05' 00" W., thence S via longitude 116° 05' 00" W., to the United States/Mexican Border, thence W via the United States/Mexican Border and Flight Information Region boundary to latitude 32° 29' 40" N., longitude 117° 21' 00" W., thence via the arc of a 21-mile radius circle centered on the San Diego VOR to latitude 32° 37' 15" N., longitude 117° 31' 50" W., thence to latitude 32° 34' 45" N., longitude 117° 39' 00" W., thence to latitude 32° 49' 30" N., longitude 117° 45' 15" W., thence to latitude 32° 57' 40" N., longitude 117° 35' 00" W., thence to latitude 33° 11' 00" N., longitude 117° 48' 55" W., thence to latitude 33° 15' 00" N., longitude 117° 30' 00" W., thence N via longitude 117° 30' 00" W., to the point of beginning.

Sandusky, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (latitude 41°26'00" N., longitude 82°39'05" W.); within 2 miles each side of the Sandusky VOR 026° and 206° radials, extending from the 5-mile radius area to 8 miles SW of the VORTAC.

Sanford, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Sanford Municipal Airport (latitude 43°23'30" N., longitude 70°42'35" W.); within 2 miles each side of the Kennebunk, Maine VOR 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 Pinehurst VORTAC 057° radial, extending from the 5.5-mile radius area to 21 miles northeast of the VORTAC.

AMENDMENTS 2/5/70 34 F. R. 19499 (Rewritten)

San Francisco, Calif.
That airspace extending upward from 700 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by longitude 121°52'00" W., on the S by latitude 37°30'00" N., and on the W by a line extending from latitude 37°30'00" N., longitude 122°27'00" W., to latitude 37°34'00" N., longitude 122°31'00" W., to latitude 37°55'00" N., longitude 122°31'00" W., to latitude 38°02'00" N., longitude 122°40'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by a line extending from latitude 38°02'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°50'00" W., to latitude 37°30'00" N., longitude 121°50'00" W., on the S by latitude 37°30'00" N., and on the W by V-27 and V-199.

San Jose, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Moffett TACAN 157° radial, extending from 8 miles SE to 16 miles SE of the TACAN, within 2 miles each side of the San Jose ILS localizer course extending from the San Jose 5-mile radius control zone to 1 mile SE of the San Jose LOM, within 5 miles SW and 8 miles NE of the San Jose VOR 139° radial, extending from 16 miles SE to 28 miles SE of the VOR, and that airspace bounded by a line beginning at latitude 37°30'00" N., longitude 121°52'00" W., thence to latitude 37°22'00" N., longitude 122°08'00" W., thence to latitude 37°22'00" N., longitude 122°24'00" W., thence to latitude 37°30'00" N., longitude 122°27'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 37°30'00" N., on the E and NE by longitude 121°50'00" W., and the SW edge of V-107, on the SE and S by the NW edge of V-111 and latitude 37°00'00" N., and on the W by the E edge of V-27 to latitude 37°30'00" N.

San Juan, P. R.
That airspace extending upward from 700 feet above the surface south of latitude 18°23'00" N.; within a 20-mile radius of Puerto Rico International Airport (latitude 18°26'45" N., longitude 66°00'05" W.); that airspace north of latitude 18°23'00" N. within a 12-mile radius of Puerto Rico International Airport; within 2 miles each side of the San Juan VORTAC 273° radial, extending from the 12-mile radius area to the Dorado RBN; within 2 miles each side of the 281° bearing from the San Pat RBN, extending from the 12-mile radius area to the Dorado RBN; within 8 miles north and 5 miles south of the 281° bearing from the San Pat RBN, extending from the 12-mile radius area to 12 miles west of the San Pat RBN; and that airspace extending upward from 1,200 feet above the surface beginning at the intersection of a line 4 nautical miles north of and parallel to the centerline of Route 2 and the arc of a 41-mile radius circle centered at Puerto Rico International Airport west of San Juan VORTAC; thence clockwise along this arc to the centerline of Route 3; thence southeast along the centerline of Route 3 to the arc of a 23-mile radius circle centered at Puerto Rico International Airport; thence clockwise along this arc to longitude 65°55'00" W.; thence south to latitude 18°40'00" N., longitude 65°55'00" W.; thence east to latitude 18°40'00" N., longitude 65°26'00" W.; thence south along longitude 65°26'00" W. to a line 4 nautical miles north of and parallel to the centerline of Route 2; thence east and southeast along this line to the arc of a 15-mile radius circle centered at Harry S. Truman Airport (latitude 18°20'25" N., longitude 64°58'10" W.); thence counterclockwise along this arc to a line 3 nautical miles southwest of and parallel to the centerline of Route 2; thence northwest and west along this line to longitude 65°26'00" W.; thence south along longitude 65°26'00" W. to the arc of a 15-mile radius circle centered at NS Roosevelt Roads Airport (latitude 18°15'05" N., longitude 65°38'35" W.); thence clockwise along this arc to the intersection of a line 5 miles southeast of and parallel to the 052° bearing from the Point Tuna RBN; thence southwest along this line to latitude 18°00'00" N.; thence west along latitude 18°00'00" N., to 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 Ramey AFB (latitude 18°29'50" N., longitude 67°07'45" W.); thence clockwise along this arc to a line 4 nautical miles north of and parallel to the centerline of Route 2 east of Ramey AFB; thence east along this line to the point of beginning; and that airspace extending upward from 2,000 feet MSL within a 100 nautical mile radius of the Isla Grande Airport (latitude 18°27'30" N., longitude 66°05'55" W.) San Juan, P. R.; excluding the portion that coincides with the 1,200-foot floor portions of the San Juan, St. Croix, and St. Thomas transition areas.

AMENDMENTS 2/5/70 34 F. R. 19500 (Changed)
AMENDMENTS 1/7/71 35 F. R. 17249 (Changed)

San Luis Obispo, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of San Luis Obispo County Airport (latitude 35°14'16" N., longitude 120°38'20" W.); within 2 miles each side of the San Luis Obispo VORTAC 280° and 100° radials, extending from the 3-mile radius area to 8 miles west of the VORTAC; and within 2 miles west and 3 miles east of the 191° bearing from the San Luis Obispo County Airport, extending from the 3-mile radius area to 6 miles south of the airport.

San Rafael, Calif.
That airspace extending upward from 700 feet above the surface bounded on the E by the W edge of V-195, on the S by latitude 38°02'00" N., and on the W and N by an arc of a 23-mile radius circle centered on Hamilton AFB (latitude 38°03'35" N., longitude 122°30'35" W.); that airspace extending upward from 1,200 feet above the surface bounded on the N by the S edge of V-200, on the E by the W edge of V-195, on the S by latitude 38°02'00" N., on the W by the E edge of V-199 to latitude 38°43'30" N., thence via latitude 38°43'30" N. to the E edge of V-25, thence via the E edge of V-25 to the S edge of V-200.

San Simon, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the San Simon VOR 089° and 269° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the portion within the Cochise, Ariz., Portal, Ariz., and New Mexico transition areas.

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Santa Barbara, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Santa Barbara ILS localizer west course, extending from the OM to 2 miles west of the OM; between the arcs of a 5-mile radius circle and 8.5-mile radius circle centered on the Santa Barbara Municipal Airport (latitude 34°25'35" N., longitude 119°50'20" W.), extending clockwise from a line 2 miles north of the 089° bearing from the Santa Barbara LMM to a line 2.5 miles south of the 115° bearing from the LMM; and within 2 miles east and 7 miles west of the Santa Barbara VORTAC 196° radial, extending from a 5-mile radius circle centered on the Santa Barbara Municipal Airport to 15.5 miles south of the VORTAC;
and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°35'00" N., longitude 120°05'00" W., thence to latitude 35°05'00" N., longitude 120°05'00" W., to latitude 35°05'00" N., longitude 119°30'00" W., to latitude 34°20'00" N., longitude 119°30'00" W., to latitude 34°20'00" N., longitude 120°00'00" W., to latitude 34°15'00" N., longitude 120°00'00" W., to latitude 34°15'00" N., longitude 120°10'30" W., to latitude 34°06'15" N., longitude 120°30'00" W., to latitude 34°24'00" N., longitude 120°30'00" W., to latitude 34°24'45" N., longitude 120°27'20" W., to latitude 34°35'00" N., longitude 120°31'40" W., to latitude 34°39'50" N., longitude 120°31'15" W., to latitude 34°46'15" N., longitude 120°26'40" W., to latitude 34°49'00" N., longitude 120°27'15" W., to latitude 34°59'32" N., longitude 120°41'50" W., to latitude 35°10'00" N., longitude 120°55'00" W., to latitude 35°21'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 120°40'30" W., to latitude 35°22'25" N., longitude 120°31'50" W., to latitude 35°31'40" N., longitude 120°15'00" W., to latitude 35°35'35" N., longitude 120°18'10" W., thence to point of beginning.

Santa Catalina, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 117° 30' 00" W., on the S by a line extending from latitude 33° 15' 00" N., longitude 117° 30' 00" W., to latitude 33° 11' 00" N., longitude 117° 48' 55" W., to latitude 33° 18' 00" N., longitude 118° 34' 00" W., on the W by longitude 118° 34' 00" W., and on the N by latitude 33° 30' 00" N., excluding the portion within Control Area 1177.

Santa Elena, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Diamond "O" Ranch Airport (latitude 26°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 26°43'07" N., longitude 98°33'37" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

AMENDMENTS 9/17/70 35 F. R. 11898 (Added)

Santa Fe, N. Mex.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.), within 2 miles each side of the Santa Fe VORTAC 165° radial, extending from the 10-mile radius area to 8 miles S of the VORTAC.

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

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.

AMENDMENTS 12/10/70 35 F. R. 15746 (Rewritten)

Santa Rosa, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.) and within a 1-mile radius of Santa Rosa Coddingtown Airport (latitude 38°28'30" N., longitude 122°44'25" W.).

Santa Ynez, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Santa Ynez Airport (latitude 34°36'25" N., longitude 120°04'30" W.), and within 2 miles each side of the Gaviota VOR 336° radial, extending from 3.5 miles to 12 miles northwest of the VOR.

Saranac Lake, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 44°23'04" N., 74°12'09" W., of Adirondack Airport, Saranac Lake, N. Y.; within 5 miles south and 8 miles north of the Saranac Lake VOR 237° radial extending from the VOR to 13 miles southwest of the VOR.

Sarasota, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Sarasota-Bradenton Airport (latitude 27°23'47" N., longitude 82°33'15" W.); within 3 miles each side of Sarasota VOR 050°, 142°, and 302° radials, extending from the 8.5-mile radius area to 8.5 miles northeast, southeast, and northwest of the VOR; excluding that airspace outside the continental limits of the United States.

AMENDMENTS 3/5/70 35 F. R. 308 (Rewritten)

Sault Ste. Marie, Mich.
That airspace within the United States extending upward from 700 feet above the surface within a 7-mile radius of Kincheloe AFB (latitude 46°15'00" N., longitude 84°28'00" W.); within 8 miles northeast and 5 miles southwest of the 129° bearing from the Sault Ste. Marie REN, extending from the REN to 12 miles southeast of the REN; within 2 miles each side of the Sault Ste. Marie VOR 153° radial, extending from the VOR to 8 miles southeast of the VOR, within 2 miles each side of the Sault Ste. Marie, Ontario, Canada, ILS localizer northwest course, extending from the OM to 8 miles northwest of the OM, and within 2 miles each side of the 293° bearing from the Gros Cap REN, extending from the REN to 8 miles northwest of the REN, and the airspace within the United States extending upward from 1,200 feet above the surface within a 34-mile radius of Kincheloe AFB.

Savannah, Ga.
That airspace extending upward from 700 feet above the surface beginning at the intersection of a line 3 miles south of and parallel to Savannah Municipal Airport Runway 27 centerline extended from the arc of an 8.5-mile radius circle centered on Savannah Municipal Airport (latitude 32°07'35" N., longitude 81°12'05" W.), to and clockwise along this arc, to and east along a line 2.5 miles north of and parallel to Savannah ILS localizer east course, to and south along a line 8.5 miles east of and perpendicular to the Savannah ILS localizer east course and its intersection with Savannah VORTAC 179° radial, to and west along a line 2.5 miles south of and parallel to Savannah ILS localizer east course, to and clockwise along the arc of an 8.5-mile radius circle centered on Savannah Municipal Airport, to and north along a line 3 miles west of and parallel to Runway 18 centerline extended, to and west along a line 3 miles south of and parallel to Runway 27 centerline extended, to point of beginning.

AMENDMENTS 4/2/70 35 F. R. 2646 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

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.).

AMENDMENTS 7/23/70 35 F. R. 8476 (Added)

Scottsbluff, Nebr.
That airspace extending upward from 700 feet above the surface within 5 miles NW and 8 miles SE of the Scottsbluff VORTAC 211° and 031° radials, extending from 7 miles NE to 13 miles SW of the VORTAC; within 5 miles S and 8 miles N of the Scottsbluff VORTAC 259° and 080° radials, extending from 4 miles W to 13 miles E of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Scottsbluff VORTAC.

Seattle, Wash.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'30" W.); within a 23-mile radius of the Seattle VORTAC; within a 10-mile radius of Olympia VORTAC, within 5 miles each side of the Olympia VORTAC 195° radial, extending from the 10-mile radius area to 15.5 miles south of the VORTAC; within a 23-mile radius of latitude 47°39'30" N., longitude 122°25'00" W.; within an 8-mile radius of Kitsap County Airport, Bremerton, Wash. (latitude 47°29'35" N., longitude 122°45'35" W.); that airspace N of Seattle extending from the 23-mile radius area of latitude 47°39'30" N., longitude 122°25'00" W., bounded on the W by longitude 122°30'00" W., on the N by latitude 48°05'00" N., and on the E by longitude 121°55'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 48°05'00" N., on the east via longitude 121°35'00" W. to latitude 46°55'00" N., thence via latitude 46°55'00" N. to longitude 121°53'00" W., thence via longitude 121°53'00" W. to latitude 46°45'00" N., thence via latitude 46°45'00" N. and an arc of a 22-mile radius circle centered on the Olympia VORTAC to longitude 123°15'00" W., thence via longitude 123°15'00" W., to latitude 48°05'00" N., that airspace southwest of Seattle bounded on the north by the north edge of V-27, on the east by longitude 123°15'00" W., on the south by the south edge ov V-204, and on the west by longitude 123°40'00" W.; that airspace S of Seattle extending upward from 4,500- feet MSL bounded on the north by an arc of a 22-mile radius circle centered on Olympia VORTAC and latitude 46°45'00" N., on the southeast by a line extending from latitude 46°45'00" N., longitude 122°25'00" W., to latitude 46°38'00" N., longitude 122°30'00" W., on the east by longitude 122°30'00" W., on the south by latitude 46°26'00" N., on the west by the east edge of V-165; that airspace southwest of Seattle bounded on the southeast by V-165, on the SW by the arc of a 37-mile radius circle centered on the Olympia, Wash., VORTAC, and on the N by V-204, and that airspace W of Seattle bounded on the E by longitude 123°15'00" W., on the S by V-27, on the W by longitude 123°40'00" W., and on the N by a line 7 miles N of and parallel to the N edge of V-27; that airspace extending upward from 6,500 feet MSL S of Seattle bounded on the E by a line extending from latitude 46°45'00" N., longitude 122°02'00" W., to latitude 46°25'00" N., longitude 122°16'00" W., on the S by latitude 46°25'00" N., and on the W by longitude 122°30'00" W., and on the N by latitude 46°45'00" N.; that airspace S of Seattle extending upward from 7,000 feet MSL, bounded on the E by longitude 121°53'00" W., on the S by latitude 46°25'00" N., on the W by a line extending from latitude 46°45'00" N., longitude 122°02'00" W., to latitude 46°25'00" N., longitude 122°16'00" W., and on the N by latitude 46°45'00" N.; that airspace W of Seattle extending upward from 8,500 feet MSL, bounded on the E by longitude 123°15'00" W., on the S by a line 7 miles N of and parallel to the N edge of V-27, on the W by longitude 123°40'00" W., and on the N by latitude 47°30'00" W.; that airspace NW of Seattle extending upward from 9,500 feet MSL bounded on the E by longitude 123°15'00" W., on the S by latitude 47°30'00" N., on the W by longitude 123°40'00" W., and on the N by latitude 48°03'00" N., and that airspace NE of Seattle bounded on the E by longitude 121°00'00" W., on the S by V-2N, on the W by longitude 121°35'00" W., and on the N by latitude 48°00'00" N. The portions within the Portland, Oreg., and Port Angeles, Wash., transiton areas are excluded.

AMENDMENTS 1/3/70 34 F. R. 18852 (Changed)

Sedalia, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman AFB (latitude 38°43'50" N., longitude 93°33'00" W.); within 2 miles each side of the Whiteman AFB ILS localizer south course, extending from the 8-mile radius area to 8 miles south of the OM; within a 5-mile radius of Sedalia Memorial Airport (latitude 38°42'15" N., longitude 93°10'50" W.); and within 2 miles each side of the 042° bearing from Sedalia Memorial Airport, extending from the 5-mile radius area to 8 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of longitude 93°30'00" W.; and the south edge of V-12, thence north via longitude 93°30'00" W.; to and east along the south boundary of V-4; to and south along longitude 92°31'00" W.; to and west along the south edge of V-12; to and southwest along a line 8 miles southeast of and parallel to the 042° bearing from Sedalia Memorial Airport; to and clockwise along the arc of a 29-mile radius circle centered on the Whiteman AFB VOR; to and northwest along the northeast edge of V-159; to and counterclockwise along the arc of a 42-mile radius circle centered on the Kansas City Municipal Airport (latitude 39°07'20" N., longitude 94°35'30" W.); to and east along the south edge of V-12; to the point of beginning.

Selinsgrove, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°49'05" N., 76°51'50" W., of Penn Valley Airport, Selinsgrove, Pa.; within 2 miles each side of the centerline of Runway 35 extended from the 5-mile radius area to 7 miles N of the end of the runway; within 2 miles each side of the centerline of Runway 17 extended from the 5-mile radius zone to 7 miles S of the end of the runway; and within 2 miles each side of the Selinsgrove VOR 192° radial extending from the 5-mile radius zone to 8 miles S of the VOR. This transition area is effective from sunrise to sunset, daily.

Selma, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Craig AFB (latitude 32°20'31" N., longitude 86°59'32" W.); within a 5-mile radius of Selfield Airport (latitude 32°26'28" N., longitude 86°57'05" W.); within 8 miles each side of the Craig AFB ILS localizer SE course extending from the AFB to 12 miles SE of the OM; within 2 miles each side of the Craig TACAN 316° radial, extending from the 9-mile radius area to 12 miles NW of the TACAN.

Seymour, Ind.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Freeman Municipal Airport (latitude 38°55'35" N., longitude 85°54'25" W.); and within 3 miles each side of the 161° bearing from Freeman Municipal Airport extending from the 6½-mile radius to 8 miles south of the airport.

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.

Shawnee, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Shawnee Municipal Airport (latitude 35°21'16" N., longitude 96°56'33" W.), and within 2 miles each side of the 009° bearing from the Shawnee RBN (latitude 35°20'51" N., longitude 96°56'48" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

Sheboygan, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sheboygan County Memorial Airport (latitude 43°46'05" N., longitude 87°51'05" W.); and within 5 miles southeast and 8 miles northwest of the 026° bearing from Sheboygan County Memorial Airport, extending from the airport to 12 miles northeast of the airport.

Shelby, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby Airport (latitude 48°32'26" N., longitude 111°52'30" W.); and within 2 miles each side of the 059° bearing from Shelby Airport extending from the 7-mile radius area to 8 miles NE of the airport; and that airspace extending from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the 059° bearing from Shelby Airport, extending from the airport to 12 miles NE of the airport; and within 5 miles each side of the Cut Bank, Mont. VOR 096° radial extending from the Cut Bank VOR to Shelby Airport excluding the portion which overlies the Cut Bank, Mont., transition area.

Shelby, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby Municipal Airport (latitude 35°15'25" N., longitude 81°36'00" W.); within 3 miles each side of the Spartanburg VORTAC 052° radial, extending from the 7-mile radius area to 13 miles northeast of the VORTAC.

Shelby, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°52'25" N., 82°41'55" W., of Shelby Community Airport, Shelby, Ohio, excluding the portion which coincides with the Mansfield, Ohio, transition area.

Shelbyville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Shelbyville Memorial Airport (latitude 39°34'50" N., longitude 85°48'20" W.), and within 2 miles each side of the Shelbyville, Ind., VOR 340° radial extending from the 5-mile radius area to 8 miles north of the VOR.

Shelbyville, Tenn.
That airspace extending upward from 700 feet above the surface within 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.

AMENDMENTS 5/28/70 35 F. R. 4612 (Rewritten)

Sheldon, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Sheldon Municipal Airport (latitude 43°12'35" N., longitude 95°50'05" W.); and within 3 miles each side of the 163° bearing from Sheldon Municipal Airport, extending from the 5½-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 163° and 343° bearings from Sheldon Municipal Airport, extending from 6 miles north to 18½ miles south of the airport; and within 5 miles each side of the 343° bearing from Sheldon Municipal Airport, extending from the airport to 12 miles north of the airport.

Shemya, Alaska
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Shemya Airport (latitude 52°42'50" N., longitude 174°06'57" E.); and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Shemya Airport. The portion within R-2204 is excluded.

Shenandoah, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Shenandoah, Iowa, Municipal Airport (latitude 40°45'15" N., longitude 95°25'15" W.), and within 5 miles NE and 8 miles SW of the 133° bearing from the Shenandoah RBN, extending from the RBN to a point 12 miles SE of the RBN.

Sheridan, Wyo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sheridan County Airport (latitude 44°46'25" N., longitude 106°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.

Amendments 10/15/70 35 F. R. 13362 (Rewritten)

Sherman, Tex.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Perrin AFB (latitude 33°42'25" N., longitude 96°40'25" W.); and within a 5-mile radius of Sherman, Tex., Municipal Airport (latitude 33°37'30" N., longitude 96°35'09" W.).

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Shirley, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°48'40" N., 72°52'00" W., of Brookhaven Airport, Shirley, N. Y.; within 2 miles each side of the Runway 15 centerline extending from the 6-mile radius area to 6 miles southeast of the end of the runway; within 2 miles each side of the Runway 33 centerline extended from the 6-mile radius area to 7 miles northwest of the end of the runway; and within 3 miles northwest and 5 miles southeast of the 245° bearing from the Peconic RBN extending from the RBN to 10 miles southwest of the RBN excluding the portions which coincide with the Islip, N. Y., and Calverton, N. Y., transition areas.

AMENDMENTS 6/24/70 35 F. R. 10287 (Changed)

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.

AMENDMENTS 3/5/70 35 F. R. 6 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Sidney, Mont.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Sidney-Richland Airport (latitude 47°42'35" N., longitude 104°11'10" W.); and within 3 miles each side of the 115° bearing from Sidney-Richland Airport, extending from the 11-mile radius area to 13 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 115° bearing from Sidney-Richland Airport, extending from the airport to 23½ miles southeast of the airport.

AMENDMENTS 9/17/70 35 F. R. 11466 (Rewritten)

Sidney, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Sidney Municipal Airport (latitude 41°05'55" N., longitude 102°58'55" W.); within 5 miles NE and 8 miles SW of the Sidney VORTAC 321° radial, extending from the 10-mile radius area to 12 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 5 miles SW and 8 miles NE of the Sidney VORTAC 128° radial, extending from the VORTAC to 12 miles SE of the VORTAC; and that airspace SW of Sidney VORTAC extending upward from 8,500 feet MSL bounded on the N by the S edge of V-138, on the E by the W edge of V-169, on the SE by the NW edge of V-172, on the SW by the NE edge of V-132 and on the NW by the SE edge of V-207, excluding the airspace within Federal airways.

Sidney, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°18'30" N., 75°24'45" W. of Sidney Municipal Airport, Sidney, N. Y.; within 2 miles each side of the Rockdale VOR 217° radial extending from the 5-mile radius to the VOR; within 2 miles each side of a bearing 049° from the Sidney radio beacon 42°20'25" N., 75°21'30" W. extending from the 5-mile radius to 8 miles NE of the radio beacon.

Sidney, Ohio
That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 40°14'23" N., 84°09'17" W. of Sidney Airport, Sidney, Ohio; and within 2 miles each side of the Rosewood VOR 242° radial extending from the 4-mile radius area to the VOR.

Sikeston, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Sikeston Memorial Airport (latitude 36°53'50" N., longitude 89°33'45" W.); and within 2 miles each side of the 016° bearing from Sikeston Memorial Airport, extending from the 6-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 016° bearing from Sikeston Memorial Airport, extending from the airport to the south edge of V-178S, excluding the portion which overlies the State of Illinois.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Silver City, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Silver City-Grant County Airport (latitude 32°38'25" N., longitude 108°09'15" W.), and within 3.5 miles each side of the Silver City VOR 141° radial extending from the 8-mile radius area to 10 miles southeast of the VOR.

AMENDMENTS 6/25/70 35 F. R. 6492 (Rewritten)
AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Sioux City, Iowa
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Sioux City Municipal Airport (latitude 42°24'10" N., longitude 96°23'05" W.); within 7 miles southwest and 8 miles northeast of the Sioux City ILS localizer southeast course, extending from the 10-mile radius area to 12 miles southeast of the OM; within 7 miles northeast and 8 miles southwest of the Sioux City ILS localizer northwest course, extending from the 10-mile radius area to 12 miles northwest of the Jackson, Nebr. REN; within a 6-mile radius of Graham Field, North Sioux City, S. Dak. (latitude 42°32'25" N., longitude 96°29'05" W.); and within 5 miles southwest and 8 miles northeast of the 319° bearing from Graham Field extending from the airport to 12 miles northwest of the airport; that airspace extending from 1,200 feet above the surface within a 27-mile radius of Sioux City VORTAC; and the area bounded on the northeast by a line 5 miles northeast of and parallel to the Sioux City VORTAC 116° radial, on the southwest by a line 5 miles southwest of and parallel to the Sioux City VORTAC 140° radial, on the northwest by the 27-mile radius area and on the southeast by the arc of a 30-mile radius circle centered on the Sioux City ILS OM; and that airspace extending upward from 3500' MSL east, south and west of Sioux City bounded on the north by V-100, on the southeast by V-138, on the south by V-172 and on the west by longitude 98°00'00" W.

Sioux Falls, S. Dak.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of the Sioux Falls VORTAC; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Sioux Falls VORTAC; and that airspace extending upward from 4,000 feet MSL north of Sioux Falls bounded on the north by V-26S, on the southeast by V-148 and on the southwest by V-15; within a 50-mile radius of Sioux Falls VORTAC, extending from the south edge of V-148S east of Sioux Falls clockwise to the northwest edge of V-148 west of Sioux Falls; and within a 55-mile radius of the Sioux Falls VORTAC, extending from the northwest edge of V-148 west of Sioux Falls, clockwise to the south edge of V-120 west of Sioux Falls.

PENDING AMENDMENT
Sioux Falls, S. Dak.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Joe Foss Field (latitude 43°34'55" N., longitude 96°44'35" W.); within 9½ miles southwest and 4½ miles northeast of the Sioux Falls VORTAC 336° radial, extending from the 10-mile radius area to 18½ miles northwest of the VORTAC; and within 9½ miles northwest and 4½ miles southeast of the Sioux Falls ILS localizer northeast course, extending from the 10-mile radius area to 23 miles northeast of the airport; and that airspace extending from 1,200 feet above the surface within a 27-mile radius of the Sioux Falls VORTAC extending from the VORTAC 054° radial clockwise to the Sioux Falls ILS localizer southwest course; within a 25-mile radius of the Sioux Falls VORTAC extending from the Sioux Falls ILS localizer southwest course clockwise to the VORTAC 004° radial; and within a 13-mile radius extending from the Sioux Falls VORTAC 004° radial clockwise to the Sioux Falls VORTAC 054° radial; and that airspace extending upward from 4,000 feet MSL north of Sioux Falls bounded on the north by V-26S, on the southeast by V-148 and on the southwest by V-15; within a 50-mile radius of Sioux Falls VORTAC, extending from the south edge of V-148S east of Sioux Falls clockwise to the northwest edge of V-148 west of Sioux Falls; and within a 55-mile radius of the Sioux Falls VORTAC, extending from the northwest edge of V-148 west of Sioux Falls clockwise to the south edge of V-120 west of Sioux Falls.

AMENDMENTS 2/4/71 35 F. R. 18508 (Rewritten)

Sitka, Alaska
That airspace extending upward from 700 feet above the surface within 3 miles northwest and 2 miles southeast of the Sitka RR southwest course, extending from the RR to 8 miles southwest of the RR; within 2 miles each side of the Biorka Island VORTAC 148° radial, extending from the VORTAC to 8 miles southeast of the VORTAC; within 2 miles each side of the Sitka RR southeast course, extending from the RR to 8 miles southeast of the RR; and within 2 miles each side of the LDA northwest course, extending from 10 miles northwest to 22 miles northwest of the LDA; and that airspace extending upward from 1,200 feet above the surface within 9 miles southwest and 22 miles northeast of the Biorka Island VORTAC 308° radial, extending from the VORTAC to 33 miles northwest of the VORTAC, and within 9 miles northwest and 6 miles southeast of the Biorka Island VORTAC 027° and 207° radials, extending from 8 miles northeast to 19 miles southwest of the VORTAC.

Skaneateles, N. Y.
That airspace extending upward from 700-feet above the surface within a 5-mile radius of the center 42°54'50" N., 76°26'20" W. of Empire Aero Services Airport, Skaneateles, N. Y.; within 2 miles each side of the Runway 10 centerline, extended from the 5-mile radius area to 6 miles east of the lift-off end of the runway and within 3.5 miles each side of the Syracuse VORTAC 215° radial extending from the 5-mile radius area to 13 miles southwest of the Syracuse VORTAC, excluding the portion that coincides with the Syracuse, N. Y., transition area.
AMENDMENTS 2/5/70 35 F. R. 19969 (Changed)

Skwentna, Alaska
That airspace extending upward from 1,200 feet above the surface within 15 miles S and 23 miles N of the 100° and 280° bearings from the Skwentna RR, extending from 40 miles W to 13 miles E of the RR.

Slidell, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Slidell Airport (latitude 30°20'37" N., longitude 89°49'18" W.), and within 2.5 miles each side of the New Orleans VORTAC 043° radial extending from the 5-mile radius area to 23 miles northeast of the VORTAC.
AMENDMENTS 1/8/70 34 F. R. 18298 (Added)

Smithfield, R.I.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°55'21" N., 71°29'30" W. of North Central State Airport, Smithfield, R.I., and within 2 miles east and 5 miles west of the Providence, R.I., VOR 347° radial extending from the 5-mile radius to the VOR, excluding the portion that overlaps the Providence 700-foot transition area.

Soldotna, Alaska
That airspace extending upward from 700 feet within a 5-mile radius of the Soldotna Airport (latitude 60°28'25" N., longitude 151°02'20" W.); within 2 miles each side of the Kenai VOR 151° radial extending from the 5-mile radius area to the VOR excluding the portion within the Kenai control zone.

Somerset, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°03'25" N., 84°36'45" W., of Somerset-Pulaski County Airport, Somerset, Ky.; and within 2 miles each side of the Somerset, Ky., RBN (latitude 37°03'19" N., longitude 84°36'58" W.) 220° bearing extending from the 5-mile radius area to 8 miles southwest of the RBN; within 2 miles eash side of the centerline of Runway 4 extended from the 5-mile radius area to 8 miles northeast of the end of the runway; and within 2 miles each side of the centerline of Runway 22 extended from the 5-mile radius area to 5 miles southwest of the end of the runway.
That airspace extending upward from 1,200 feet above the surface bounded on the northwest by V-493, on the north by the Lexington, Ky., transition area, on the east by V-97 and on the south by V-140N, excluding the portion that coincides with the London, Ky., transition area.

South Bend, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of St. Joseph County Airport, South Bend, Ind. (latitude 41°42'15" N., longitude 86°18'50" W.) and within 5 miles south and 8 miles north of the South Bend ILS localizer east course, extending from St. Joseph County Airport to 12 miles east of the ILS outer marker and within 5 miles west and 8 miles east of the South Bend, Ind. VOR 360° radial, extending from the St. Joseph County Airport to 12 miles north of the VOR and within a 5-mile radius of Tyler Memorial Airport, Niles, Mich. (latitude 41°50'30" N., longitude 86°13'30" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the south by latitude 41°20'00" N., on the west by longitude 87°00'00" W., on the north by latitude 42°35'00" N., and on the east by a line extending from latitude 42°35'00" N., longitude 86°00'00" W., direct to latitude 42°07'30" N., longitude 86°00'00" W., along the east edge of V-277 to latitude 41°40'00" N., longitude 85°38'25" W., direct to latitude 41°40'00" N., longitude 85°30'00" W., direct to latitude 41°20'00" N., longitude 85°30'00" N., excluding the portion which overlies the State of Indiana.

AMENDMENTS 1/7/71 35 F. R. 17035 (Changed)

South Boston, Va.
That airspace extending upward from 700 feet above the surface and within a 5-mile radius of the center, 36°42'35" N., 78°50'55" W. of William M. Tuck Airport, South Boston, Va.; and within 2 miles each side of the South Boston, Va., VOR 076° radial extending from the 5-mile radius area to the VOR. This transition area shall be in effect sunrise to sunset, daily.

Southbridge, Mass.
That airspace extending upward from 700 feet above the surface within a 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.
AMENDMENTS 3/5/70 35 F. R. 804 (Rewritten)

South Carolina
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of South Carolina including the offshore airspace within 3 nautical miles of and parallel to the shoreline of South Carolina, and including the airspace outside the United States southeast of Myrtle Beach, S. C., bounded by a line beginning at latitude 33°48'10" N., longitude 78°31'45" W.; to latitude 33°45'50" N., longitude 78°31'00" W.; to latitude 33°40'10" N., longitude 78°40'15" W.; thence clockwise along a 15-mile radius circle centered on the Conway TACAN to latitude 33°27'40" N., longitude 78°55'20" W.; to latitude 33°19'40" N., longitude 79°02'10" W.; to latitude 33°14'15" N., longitude 79°06'15" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning; and east of Charleston, S. C., bounded by a line beginning at latitude 33°04'55" N., longitude 79°13'10" W.; to latitude 32°58'30" N., longitude 79°18'00" W.; to latitude 32°50'40" N., longitude 79°23'15" W.; thence clockwise along the arc of a 38-mile radius circle centered on the Charleston VORTAC to latitude 32°38'40" N., longitude 79°27'25" W.; to latitude 32°44'00" N., longitude 79°45'10" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning; and southeast of Beaufort, S. C., bounded by a line beginning at latitude 32°15'00" N., longitude 80°30'00" W.; to latitude 32°00'00" N., longitude 80°33'00" W.; to latitude 32°03'25" N., longitude 80°46'30" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning, excluding the airspace within R-6004.

Southern Pines, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Pinehurst-Southern Pines Airport (latitude 35°14'02" N., longitude 79°23'36" W.); within 1.5 miles each side of Pinehurst VORTAC 083° radial, extending from the 8.5-mile radius area to the VORTAC; excluding the portion within R-5311.

AMENDMENTS 2/5/70 34 F. R. 19499 (Rewritten)

South Haven, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of South Haven, Mich. Municipal Airport (latitude 42°21'00" N., longitude 86°15'30" W.) and within 2 miles each side of the Pullman, Mich., VORTAC 226° radial extending from the 5-mile radius area to the VORTAC.

South Kauai, Hawaii
That airspace extending upward from 700 feet above the surface within 2 miles north and 4 miles south of the South Kauai, Hawaii, VORTAC 271° radial extending from the VORTAC to 8 miles west of the VORTAC; within 2 miles each side of the South Kauai, VORTAC 089° radial extending from the VORTAC to 6 miles east of the VORTAC and within 2 miles each side of the South Kauai, VORTAC 133° radial extending from the VORTAC to 6 miles southeast of the VORTAC.

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.

AMENDMENTS 1/7/71 35 F. R. 19172 (Added)

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.); within 3 miles each side of Spartanburg VORTAC 016° and 196° radials, extending from 8.5 miles north of the VORTAC to 22 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.

AMENDMENTS 4/30/70 35 F. R. 4199 (Rewritten)

Spencer, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Spencer, Iowa, Municipal Airport (latitude 43°09'45" N., longitude 95°11'30" W.), and within 2 miles each side of the 191° bearing from the Spencer Municipal Airport, extending from the 5-mile radius to 8 miles S of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the 191° bearing from the Spencer Municipal Airport, extending from the airport to 12 miles S of the airport, and within 5 miles each side of the 011° bearing from the Spencer Municipal Airport, extending from the airport to V-120.

Spirit Lake, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Spirit Lake Municipal Airport (latitude 43°23'05" N., longitude 95°08'10" W.); and within 3 miles each side of the 353° bearing from Spirit Lake Municipal Airport, extending from the 5½-mile radius to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 353° bearing from Spirit Lake Municipal Airport, extending from the airport to 18½ miles north of the airport.

AMENDMENTS 9/17/70 35 F. R. 12199 (Added)

Spokane, Wash.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.); within a 15-mile radius of Fairchild AFB, Spokane, Wash. (latitude 47°36'55" N., longitude 117°39'20" W.); and within 5 miles northwest and 10 miles southeast of the Spokane 228° radial extending from the 15-mile radius area to 18.5 miles southwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 38-mile radius of Fairchild AFB, Spokane (latitude 47°36'55" N., longitude 117°39'20" W.), within a 52-mile radius of Fairchild AFB, extending clockwise from the Spokane VORTAC 024° radial to a line 5 miles S of and parallel to the Spokane VORTAC 094° radial, and clockwise from a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial to the Spokane VORTAC 300° radial; and that airspace S of Spokane extending from the 52-mile radius area bounded on the E by longitude 117°32'00" W., on the S by V-536, and on the W by V-281; that airspace extending upward from 7,000 feet m.s.l. within the area bounded by the arcs of 38- and 52-mile radius circles centered on Fairchild AFB, extending clockwise from the Spokane VORTAC 300° to the 024° radials; and that airspace extending upward from 6,000 feet m.s.l. within the area bounded by the arcs of 38- and 52-mile radius circles centered on Fairchild AFB, extending clockwise from a line 5 miles S of and parallel to the Spokane VORTAC 094° radial to a line 5 miles NE of and parallel to the Spokane VORTAC 156° radial.

AMENDMENTS 5/28/70 35 F. R. 5583 (Changed)
PENDING AMENDMENT
Spokane, Wash.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.); within a 15-mile radius of Fairchild AFB, Spokane, Wash. (latitude 47°36'55" N., longitude 117°39'20" W.); within 5 miles northwest and 10 miles southeast of the Spokane 228° radial extending from the 15-mile radius area to 18.5 miles southwest of the VORTAC, and within 3 miles each side of the Spokane VORTAC 060° radial extending from the Felts Field 5-mile radius zone to 26 miles northeast of the VORTAC.

AMENDMENTS 2/4/71 35 F. R. 18192 (Rewritten)

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.

AMENDMENTS 1/7/71 35 F. R. 17036 (Changed)

Springfield, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield, Mo., Municipal Airport (latitude 37°14'35" N., longitude 93°23'20" W.); within 2 miles each side of the 324° bearing from the Springfield RBN, extending from the 7-mile radius area to 8 miles northwest of the RBN; within 5 miles west and 8 miles east of the Springfield ILS localizer south course, extending from 1 mile north to 12 miles south of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius area of the Springfield Municipal Airport; within 7 miles northwest and 10 miles southeast of the Springfield VORTAC 210° radial, extending from the 25-mile radius area to 44 miles southwest of the VORTAC; within 7 miles northwest and 10 miles southeast of the Springfield VORTAC 240° radial, extending from the 25-mile radius area to 37 miles southwest of the VORTAC; within 7 miles south and 10 miles north of the Springfield VORTAC 261° radial, extending from the 25-mile radius area to 51 miles west of the VORTAC; within a 26-mile radius area of the Springfield VORTAC, within 7 miles northeast and 10 miles southwest of the Springfield VORTAC 337° radial, extending from the 26-mile radius area to 40 miles northwest of the VORTAC; within 7 miles southeast and 10 miles northwest of the Springfield VORTAC 028° radial, extending from the 26-mile radius area to 41 miles northeast of the VORTAC; within 7 miles southeast and 10 miles northwest of the Springfield VORTAC 058° radial, extending from the 26-mile radius area to 44 miles northeast of the VORTAC; and within 8 miles southeast and 11 miles northwest of the Dogwood, Mo., VORTAC 053° and 233° radials, extending from 7 miles northeast to 14 miles southwest of the VORTAC.

Springfield, Vt.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center (48°20'40" N., 72°31'15" W.) of Springfield State (Hartness) Airport, Springfield, Vt., within 5 miles northwest and 8 miles southeast of a 214° bearing from the Hartness RBN (43°16'12" N., 72°35'12" W.) extending from the RBN to 12 miles southwest of the RBN and within 2 miles each side of a 034° bearing from the Hartness RBN extending from the 6-mile radius area to the RBN.

Starkville, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of George M. Bryan Field (latitude 33°26'00" N., longitude 88°50'45" W.); within 9.5 miles north and 4.5 miles south of Columbus, Miss. VORTAC 260° radial, extending from 23 miles to 42 miles west of the VORTAC, excluding the portion within Columbus, Miss. transition area.

State College, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°51' 05" N., 77°51'00" W., of University Park Airport, State College, Pa.; within a 5-mile radius of the center 40° 46'15" N., 77°52'50" W., of State College Air Depot Airport, State College, Pa., and within 2 miles each side of the State College Air Depot Airport Runway 22 centerline extended from the State College Air Depot Airport 5-mile radius area to 10 miles southwest of the end of the runway, excluding that portion that coincides with the Philipsburg, Pa., transition area.

Statesboro, Ga.
That airspace extending upward from 700 feet above the surface beginning at the intersection of a line 2 miles southeast of and parallel to Statesboro Municipal Airport (lat. 32°29'00" N., long. 81°44'20" W.) Runway 23 (southwest of the airport) centerline extended and the arc of a 5-mile radius circle centered on Statesboro Municipal Airport, thence southwest along this line to and clockwise along the arc of an 8.5-mile radius circle centered on Statesboro Municipal Airport, to and southwest along a line 2 miles southeast of and parallel to Runway 5 centerline extended, to and clockwise along the arc of a 5-mile radius circle centered on Statesboro Municipal Airport, to point of beginning; within 3 miles each side of the 326° bearing from Statesboro RBN (lat. 32°28'50" N., long. 81°44'22" W.), extending from the 8.5-mile radius area to 8.5 miles northwest of the RBN.

AMENDMENTS 11/12/70 35 F. R. 14305 (Added)

Statesville, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Statesville Municipal Airport (latitude 35°45'36" N., longitude 80°57'15" W.); within 2 miles each side of Hickory VOR 114° radial, extending from the 5-mile radius area to 3.5 miles southeast of the VOR; excluding the portion within the Hickory transition area.

AMENDMENTS 2/5/70 34 F. R. 18751 (Added)

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 306° radial extending from the 5-mile radius area to 8 miles NW of the VOR.

Stillwater, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Searcy Field, Stillwater, Okla., latitude 36°09'30" N., longitude 97°05'05" W.); and within 2 miles each side of the Stillwater VOR 005° radial, extending from the 6-mile radius area to 8 miles N of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded on the W by the E boundary of V-77E; on the E by the SW boundary of V-74S; and on the S by latitude 36°26'00" N., excluding the portion within the Ponca City, Okla., transition area.

Stockton, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Stockton ILS localizer SE course, extending from the OM to 1 mile NW of the OM; within 2 miles each side of the Stockton VORTAC 140° radial, extending from the VORTAC to 8 miles SE of the VORTAC, and within a 12-mile radius of the Stockton VORTAC, extending from the arc of a 5-mile radius circle centered on the Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.) clockwise from a line 2 miles SW of and parallel to the Stockton VORTAC 303° radial to a line 2 miles NE of and parallel to the Stockton VORTAC 334° radial; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120° 04' 00" W., on the SE by a line extending from latitude 37° 52' 00" N., longitude 120° 04' 00" W., to latitude 37° 38' 00" N., longitude 121° 00' 00" W., on the S by latitude 37° 38' 00" N., on the W by longitude 121° 37' 00" W., and on the N by latitude 38° 07' 00" N. The airspace within R-2531 is excluded.

Storm Lake, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Storm Lake, Iowa, Municipal Airport (latitude 42°35'45" N., longitude 95°14'35" W.), and within 8 miles NE and 5 miles SW of the 142° and 322° bearings from the Storm Lake RBN, extending from 3 miles NW to 12 miles SE of the RBN.

Sturgeon Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of 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; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 195° bearing from the Door County Cherryland Airport extending from the airport to 18½ miles south of the airport; and within 5 miles each side of the 015° bearing from the Door County Cherryland Airport extending from the airport to 12 miles north of the airport.

AMENDMENTS 12/10/70 35 F. R. 16242 (Rewritten) Corr: 35 F. R. 19748

Sturgis, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Kirsch Airport, Sturgis, Mich., (latitude 41° 48' 50" N., longitude 85° 26' 10" W.), and within 8 miles NW and 5 miles SE of the 059° bearing from Kirsch Airport, extending from Kirsch Airport to 12 miles NE of the airport.

Stuttgart, Ark.
That airspace extending upward from 700 feet above the surface within a 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.

AMENDMENTS 9/17/70 35 F. R. 11900 (Rewritten)

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 (latitude 33°09'30" N., longitude 95°37'15" W.), and within 2 miles each side of the Sulphur Springs VORTAC 240° radial extending from the 5-mile radius area to 18 miles southwest of the VORTAC.

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 5 miles each side of Shaw AFB TACAN 033° radial, extending from the 8.5-mile radius area to 12.5 miles northeast of the TACAN; within 5 miles each side of the 215° bearing from Shaw AFB RBN, extending from the 8.5-mile radius area to 12.5 miles southwest of the RBN; 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.); excluding the portion within Columbia transition area.

AMENDMENTS 12/10/70 35 F. R. 16315 (Rewritten)

Sunol, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 121°31'00" W., on the SW by V-107 and on the NW by V-244S.

Sunrise, Hawaii
That airspace extending upward from 2,500 feet above the surface bounded on the north by V-12, on the east by the Honolulu Oceanic Control Area, and on the south by V-4; that airspace bounded on the north by V-4, on the east by the Honolulu Oceanic Control Area, on the south by V-8, and on the west by the arc of a 19-mile radius circle centered on the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.); and that airspace bounded on the north by V-8, on the east by the Honolulu Oceanic Control Area, on the south by a line 15 nmi south of and parallel to the Molokai VOR 067° radial, and on the west by the arc of a 30-mile radius circle centered on the Kahului Airport (latitude 20°54'00" N., longitude 156°26'00" W.).

Sussex, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°12'00" N., 74°37'25" W.) of Sussex Airport, Sussex, N. J.; within 2 miles each side of the Sparta, N. J. VOR 334° radial extending from the 5-mile radius area to the VOR; within 2 miles each side of the centerline of Runway 3 extended to 9 miles NE of the end of the runway; within 2 miles each side of the centerline of Runway 21 extended to 10 miles SW of the end of the runway; within 2 miles each side of the centerline of Runway 26 extended to 12 miles W of the end of the runway; within 2 miles each side of the centerline of Runway 8 extended to 10 miles E of the end of the runway, excluding the portion within the Andover, N. J., 700-foot-floor transition area. This transition area shall be in effect from sunrise to sunset daily.

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.) 315° radial extending from the 6.5-mile radius area to 8.5 miles northwest of the TVOR.

AMENDMENTS 11/12/70 35 F. R. 14382 (Added)

Swordfish, Hawaii
That airspace extending upward from 2,700 feet above the surface bounded on the north and northeast by V-14, on the east by the South Kauai, Hawaii, VORTAC 179° radial, on the south by a line 8 miles south of and parallel to the South Kauai VORTAC 269° radial, and on the west by a line 10.5 miles west of and parallel to the South Kauai VORTAC 179° radial; and that airspace extending upward from 5,000 feet above the surface bounded on the north and northeast by V-14, on the south by V-12 and the Honolulu Oceanic Control Area, and on the west by longitude 160°00'00" W.; that airspace bounded on the north by V-12 and the Honolulu transition area, on the northeast by V-14, on the south by V-4, and on the west by the Honolulu Oceanic Control Area; and that airspace bounded on the north by V-4, on the east by the Honolulu transition area, on the south by W-319, and on the southwest by the Honolulu Oceanic Control Area.

Syracuse, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center 43° 06'50" N., 76°06'35" W. of Clarence E. Hancock Airport, Syracuse, N. Y.; within 9.5 miles north and 4.5 miles south of the Clarence E. Hancock Airport Runway 28 ILS localizer course, extending from the OM to 18.5 miles east of the OM; and within 9.5 miles north and 4.5 miles south of the Clarence E. Hancock Airport Runway 10 ILS localizer back course, extending from the localizer to 26 miles west of the localizer.

AMENDMENTS 11/12/70 35 F. R. 14449 (Rewritten)

Talkeetna, Alaska
That airspace extending upward from 1,200 feet above the surface within 23 miles W and 15 miles E of the 022° and 202° bearings from the Talkeetna RBN, extending from 40 miles N to 15 miles S of the RBN, excluding the airspace within Federal airways.

Tallahassee, Fla.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Tallahassee Municipal Airport (latitude 30°23'59" N., longitude 84°21'22" W.); within a 5-mile radius of the Tallahassee Commercial Airport (latitude 30°33'02" N., longitude 84°22'31" W.); within 8 miles east and 5 miles west of the ILS localizer south course, extending from the 10-mile radius area to 12 miles south of the LOM; within 2 miles each side of the Tallahassee VORTAC 355° radial, extending from the 5-mile radius area to 8 miles north of the VORTAC.

PENDING AMENDMENT
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.

AMENDMENTS 2/4/71 35 F. R. 18191 (Rewritten)

Tampa, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Tampa International Airport (latitude 27°58'30" N., longitude 82°31'45" W.); within an 8-mile radius of St. Petersburg-Clearwater International Airport (latitude 27°54'35" N., longitude 82°41'12" W.); within 2 miles each side of the St. Petersburg ILS localizer north course, extending from the 8-mile radius area to 8 miles north of the LOM; within 2 miles each side of the St. Petersburg VORTAC 343° radial, extending from the 8-mile radius area to 12 miles north of the VORTAC; within a 5-mile radius of Albert Whitted Airport (latitude 27°45'50" N., longitude 82°37'45" W.); within a 5-mile radius of Peter O. Knight Airport (latitude 27°54'55" N., longitude 82°27'05" W.); within an 8-mile radius of MacDill AFB (latitude 27°51'00" N., longitude 82°30'25" W.); within 2 miles each side of the MacDill ILS localizer northeast course, extending from the Peter O. Knight 5-mile radius area to 8 miles northeast of the LOM.

Tanana, Alaska
That airspace extending upward from 700 feet above the surface within 9.5 miles south and 4.5 miles north of the Bear Creek radio beacon 251° bearing extending to 18.5 miles west of the RBN.

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 7/23/70 35 F. R. 8349 (Rewritten)

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.

Tecumseh, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Tecumseh, Mich. Airport (latitude 42°01'30" N., longitude 83°56'20" W.).

Tennessee
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Tennessee.

Terre Haute, Ind.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hulman Field (latitude 39°27'00" N., longitude 87°18'40" W.); within 5 miles southeast and 9 miles northwest of the Terre Haute VORTAC 051° radial, extending from the VORTAC to 13 miles northeast of the VORTAC; and within 7 miles southeast and 8 miles northwest of the Terre Haute VORTAC 230° radial, extending from the VORTAC to 23 miles southwest of the VORTAC.

Texarkana, Ark.
That airspace extending upward from 700 feet above the surface within 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 northeast 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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14650 (Rewritten)

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 in the vicinity of Matagorda Island south and east of a line beginning at a point 3 nautical miles from the shoreline at latitude 28°22'00" N., thence to latitude 28°22'00" N., longitude 96°30'00" W., to latitude 28°14'00" N., longitude 96°46'00" W., thence along longitude 96°46'00" W., to a point 3 nautical miles from the shoreline, and excluding that airspace bounded by a line beginning at the United States/Mexican Border, thence counterclockwise along the arc of a 95-mile radius circle centered at latitude 31°48'35" N., longitude 106°22'55" W., to and along the south boundary of V-198 to longitude 103°16'00" W., thence to latitude 30°37'00" N., longitude 102°40'00" W., thence to the south boundary of V-198 at longitude 102°30'00" W., thence along the south boundary of V-198 to and along longitude 101°00'00" W., to and counterclockwise along the arc of a 60-mile radius circle centered at latitude 29°21'35" N., longitude 100°46'35" W., to and along the United States/Mexican Border to the point of beginning.

AMENDMENTS 9/17/70 35 F. R. 11617 (Added)

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.

AMENDMENTS 12/10/70 35 F. R. 15746 (Changed)

Thief River Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 138° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles SE of the airport, and within 5 miles NE and 8 miles SW of the 305° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles NW of the airport.

Tifton, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Henry Tift Myers Airport (latitude 31°25'40" N., longitude 83°29'10" W.).

Titusville, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of TI-CO Airport (latitude 28°30'42" N., longitude 80°48'00" W.); excluding the portion within R-2902A and R-2902B.

AMENDMENTS 6/25/70 35 F. R. 6859 (Added)

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.

AMENDMENTS 1/7/71 35 F. R. 17398 (Added)

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.).

Toledo, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of the Toledo Express Airport, Toledo, Ohio 41°35'15" N., 83°48'23" W.; within 2 miles each side of the Waterville VOR 318° radial extending from the 7-mile radius area to the VOR; within 5 miles N and 8 miles S of the airport ILS localizer SW course extending SW from the OM for 12 miles; within 2 miles N and 3 miles S of the airport ILS localizer NE course extending NE from the 7-mile radius area for 9 miles from the localizer.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 41°44'00" N., 84°28'00" W. to 41°41'00" N., 84°16'00" W. to 41°45'05" N., 84°11'45" W. to 41°45'30" N., 83°19'45" W. to 41°50'39" N., 83°03'47" W. to 41°35'41" N., 82°54'24" W. to 41°30'00" N., 82°52'00" W. then counterclockwise along an arc with a radius of 12 miles from Griffin-Sandusky Airport (41°26'00" N., 82°39'00" W.) to 41°18'30" N., 82°49'30" W. to 41°14'00" N., 82°57'00" W., 41°11'00" N., 83°19'00" W. to 41°18'00" N., 84°07'00" W. to 41°00'00" N., 84°02'15" W. to 41°00'00" N., 84°40'00" W. to 41°21'00" N., 84°40'00" W. to 41°32'00" N., 84°31'00" W. to point of beginning.

Tonopah, Nev.
That airspace extending upward from 700 feet above the surface within 2 miles W and 3 miles E of the Tonopah VORTAC 198° radial, extending from the VORTAC to 5 miles S of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles N and 8 miles S of the Tonopah VORTAC 083° and 263° radials, extending from 17 miles E to 8 miles W of the VORTAC.

Topeka, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Philip Billard Airport, Topeka, Kans. (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 039° radial extending from the 7-mile radius area to 8 miles NE of the VORTAC, within 5 miles SW and 8 miles NE of the Philip Billard Airport ILS localizer NW course, extending from 3 miles SE to 12 miles NW of the OM, within a 7-mile radius of Forbes AFB, Topeka, Kans. (latitude 38°57'10" N., longitude 95°39'50" W.), and within 2 miles each side of the Forbes AFB TACAN 321° radial extending from the 7-mile radius area to 9 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded by the Emporia, Kans., VORTAC 346° radial beginning at latitude 39°26'50" N., longitude 96°30'50" W., S to the NW edge of V-10, thence NE to latitude 39°00'00" N., longitude 95°09'00" W., thence N along longitude 95°09'00" W. to the S edge of V-71, thence NW to latitude 39°49'00" N., longitude 95°34'00" W., thence direct to point of beginning excluding the portion within the Emporia, Kans., transition area.

PENDING AMENDMENT
Tracy, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Tracy Municipal Airport (latitude 37°51'15" 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.
AMENDMENTS 2/4/71 35 F. R. 19171 (Added)

Traverse City, Mich.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Traverse City VOR.
PENDING AMENDMENT
Traverse City, Mich.
That airspace extending upward from 700 feet above the surface within a 10½-mile radius of Traverse City Municipal 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; and that airspace extending upward from 1,200 feet above the surface within a 19½-mile radius of the Traverse City VORTAC, extending from the Traverse City VORTAC 060° radial clockwise to the Traverse City VORTAC 129° radial; within a 25-mile radius of the Traverse City VORTAC, extending from the Traverse City VORTAC 268° radial clockwise to the Traverse City VORTAC 060° radial; and within 4½ miles north and 9½ miles south of the Traverse City ILS localizer east course, extending from the 19½-mile radius area to 18½ miles east of the OM.

AMENDMENTS 3/4/71 35 F. R. 19983 (Rewritten)

Trenton, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Trenton, Mo. Municipal Airport (latitude 40°05'00" N., longitude 93°35'25" W.) and within 2 miles each side of the 172° bearing from Trenton Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 8 miles east of the 172° bearing from Trenton Municipal Airport, extending from the airport to 12 miles south of the airport.

Tri-City, Tenn.
That airspace extending upward from 700 feet above the surface 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 Blackford VOR 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 2 miles each side of Virginia Highlands Airport Runway 6 extended centerline, extending from the arc of a 30-mile radius circle centered on Tri-City Airport to 7.5 miles northeast of Virginia Highlands Airport.

AMENDMENTS 4/2/70 35 F. R. 1219 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

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.

AMENDMENTS 6/25/70 35 F. R. 6273 (Rewritten)

Truth or Consequences, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'20" W.).

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

Tucson, Ariz.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'32" W.); within 3 miles NE and 13 miles SW of the Tucson VORTAC 138° radial, extending from the 10-mile radius area to 9 miles SE of the VORTAC, and within 9 miles SW and 1 mile NE of the Tucson VORTAC 318° radial, extending from the 10-mile radius area to 22 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°33'00" N., longitude 111°45'00" W.; to latitude 32°33'00" N., longitude 110°52'00" W.; thence N via longitude 110°52'00" W. to the S boundary of V-94; thence SE via the S boundary of V-94 to longitude 110°00'00" W.; thence S to latitude 31°39'00" N., longitude 110°00'00" W.; to latitude 31°39'00" N., longitude 111°00'00" W.; to latitude 32°00'00" N., longitude 111°45'00" W.; to point of beginning, excluding the portion within R-2303.

Tucumcari, N. Mex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.).

AMENDMENTS 11/12/70 35 F. R. 14304 (changed)

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.

AMENDMENTS 4/30/70 35 F. R. 3755 (Added)

Tulsa, Okla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Tulsa International Airport (lat. 36°12'00" N., long. 95°53'15" W.), within a 5-mile radius of Riverside Airport (lat. 36°02'19" N., long. 95°59'00" W.), within 8 miles west and 5 miles east of the Tulsa ILS localizer north course extending from the OM to 12 miles north, 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, and within 2.5 miles each side of the Tulsa VORTAC 223° radial extending from the 5-mile radius area to 23 miles southwest of the VORTAC.

AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14650 (Rewritten): Corr: 35 F. R. 15804

Tupelo, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the C. D. Lemons Municipal Airport (latitude 34°15'30" N., longitude 88°45'55" W.); within 3 miles each side of the Tupelo VOR 214° radial, extending from the 5-mile radius area to 8.5 miles southwest of the VOR.

Tuscaloosa, Ala.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Van De Graaff Airport (latitude 33°13'10" N., longitude 87°36'45" W.).

Twentynine Palms, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Thermal Airport (latitude 33°37'40" N., longitude 116°09'45" W.), within 2 miles each side of the Thermal VORTAC 140° radial extending from the 3-mile radius area to 8 miles southeast of the VORTAC, within 2 miles each side of the Thermal VORTAC 122° radial, extending from the 3-mile radius area to 5 miles southeast of the VORTAC, and that airspace within 3 miles each side of the Thermal VORTAC 324° radial, extending from the 3-mile radius area to 16 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°17'00" N., longitude 115°25'00" W., to latitude 33°28'00" N., longitude 115°25'00" W., to latitude 33°28'00" N., longitude 116°18'00" W., to latitude 34°17'00" N., longitude 116°18'00" W., thence to point of beginning, excluding the portions within R-2501 and R-2507, and within 3 miles northeast and 9.5 miles southwest of the Thermal VORTAC 144° radial, extending from the southeast edge of V460 to a line 5 miles southeast of and parallel to the Julian VOR 055° radial.

AMENDMENTS 8/20/70 35 F. R. 12328 (Changed)
AMENDMENTS 1/7/71 35 F. R. 17249 (Rewritten)

Twin Falls, Idaho
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Twin Falls VOR; within 8 miles N and 5 miles S of the Twin Falls VOR 086° radial, extending from the VOR to 12 miles E of the VOR, and within 2 miles each side of the Twin Falls VOR 195° radial, extending from the 7-mile radius area to 10 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 14-mile radius of the Twin Falls VOR, extending clockwise from the VOR 038° radial to the VOR 311° radial; including that airspace northeast of Twin Falls bounded on the north vy V-500, on the east by longitude 114°01'00" W., on the south by V-269 and on the southwest by V-293, and that airspace northwest of Twin Falls bounded on the north by V-330, on the northeast by V-293 and on the southwest by V-4; and within 9 miles southwest and 6 miles northeast of the Twin Falls VOR 311° radial, extending from the VOR to 39 miles northwest of the VOR.

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.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Ukiah, Calif.
That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Ukiah, Calif., VORTAC bounded on the E by the W edge of V-25, that airspace S of Ukiah bounded on the E by the W edge of V-25, on the S by latitude 38°43'30" N., on the W by longitude 123°23'15" W., and that airspace between the 20- and 24-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 7,500 feet MSL between the 24- and 45-mile arcs of the Red Bluff, Calif., VORTAC bounded on the NW by the NW edge of V-199 and on the SE by the SE edge of V-25; that airspace extending upward from 8,500 MSL bounded on the NE by a 45-mile arc of the Red Bluff, VORTAC, on the SE by the SE edge of V-25, on the S and SW by the N edge of V-200 and a 20-mile arc of the Ukiah VORTAC, and on the NW by the NW edge of V-199; that airspace extending upward from 9,500 feet MSL bounded on the SE by the NW edge of V-199, on the W by the E edge of V-27, and on the N by a line 9 miles S of and parallel to the Red Bluff VORTAC 291° and Fortuna VORTAC 110° radials.

Unalakleet, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles north and 8 miles south of the Unalakleet RR northwest course, extending from the RR to 17 miles northwest of the RR; and within 8 miles northwest and 5 miles southeast of the Unalakleet VOR 225° radial, extending from the VOR to 17 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 7 miles northeast and 8 miles southwest of the RR southeast and northwest courses, extending from 7 miles southeast to 23 miles northwest of the RR.

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° and 347° bearings from Union City RBN (latitude 36°23'06" N., longitude 88°58'50" W.), extending from the 5.5-mile radius area to 8.5 miles north and 8.5 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles east and 9.5 miles west of the 347° bearing from Union City RBN, extending from the RBN to 18.5 miles north; excluding the portion within the State of Tennessee.

AMENDMENTS 5/28/70 35 F. R. 5913 (Rewritten)

Upolu Point, Hawaii
That airspace extending upward from 1,200 feet above the surface bounded on the north by V-15, on the east by V-6, on the south by V-2, and on the west by V-11; that airspace bounded on the northeast by V-16, on the southeast by V-11, and on the southwest by V-5; and that airspace bounded on the north by a line 4 nmi north of and parallel to the Lanai VOR 110° radial, on the east by V-11, and the south by V-2.

Utica, N. Y.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 43°14'10" N., 75°24'25" W. of Griffiss AFB, Rome, N. Y., and within 2 miles each side of the Griffiss-TACAN 306° radial extending from the 10-mile radius to 14 miles NW of the TACAN.

Within a 12-mile radius of the center, 43°08'45" N., 75°22'55" W. of Oneida County Airport, Utica, N. Y., and within 2 miles each side of the Utica VOR 306° radial extending from the 12-mile radius to the VOR; within 2 miles each side of a bearing 137° from the Utica radio beacon extending from the 12-mile radius to 8 miles SE of the radio beacon; within 2 miles each side of a bearing 132° from the Utica radio beacon extending from the 12-mile radius to 9 miles SE of the radio beacon.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at 43°24'00" N., 76°53'00" W. to 42°57'00" N., 76°57'00" W. to 42°40'00" N., 77°23'45" W. to 42°41'30" N., 76°23'00" W. to 42°40'00" N., 75°30'00" W. to 43°00'00" N., 74°30'00" W. to 43°19'00" N., 74°30'00" W., to 43°16'00" N., 74°37'00" W., thence counterclockwise along an arc with a radius of 40 SM from the center of Griffiss AFB to 43°44'00" N., 75°49'15" W. to 43°32'00" N., 76°23'00" W. to 43°24'00" N., 76°40'00" W to point of beginning.

Uvalde, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Garner Field (latitude 29°12'54" N., longitude 99°44'30" W.) and within 2 miles each side of the 171° bearing from the Uvalde RBN (latitude 29°13'06" N., longitude 99°44'29" W.) extending from the 5-mile radius area to 8 miles south of the RBN.

AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

Valdosta, Ga.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Valdosta VOR 187° radial, extending from the VOR to 8 miles S of the VOR.
PENDING AMENDMENT
Valdosta, Ga. (Valdosta Municipal Airport)
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.).

AMENDMENTS 2/4/71 35 F. R. 18191 (Rewritten)

Valdosta, Ga. (Moody AFB)
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Moody AFB (latitude 30°58'01" N., longitude 83°11'27" W.); within 2 miles each side of the Moody ILS localizer N course, extending from the 7-mile radius area to 12 miles N of the LOM; within 2 miles each side of the Moody TACAN 180° radial, extending from the 7-mile radius area to 12 miles S of the TACAN. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

PENDING AMENDMENT
Valdosta, Ga. (Moody AFB)
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Moody AFB (lat. 30°58'01" N., long. 83°11'27" W.); within 3 miles each side of Moody AFB ILS localizer north course, extending from the 8.5-mile radius area to 8.5 miles north of the OM; within 3 miles each side of Moody VOR 007° radial, extending from the 8.5-mile radius area to 12.5 miles north of the VOR. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/4/71 35 F. R. 18191 (Rewritten)

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 extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 145° bearing from the Miller Field Airport extending from the airport to 18½ miles southeast of the airport; and within 5 miles each side of the 325° bearing from the Miller Field Airport extending from the airport to 12 miles northwest of the airport; excluding the portion which overlies the Ainsworth, Nebr., 1,200-foot floor transition area.

AMENDMENTS 12/10/70 35 F. R. 15907 (Added)

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.).

AMENDMENTS 1/7/71 35 F. R. 17033 (Rewritten) Corr: 35 F. R. 19749

Vandenberg AFB, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Vandenberg AFB ILS localizer southeast course, extending from 2.5 miles northwest to 1 mile southeast of the OM.

Vernal, Utah
That airspace extending upward from 700 feet above the surface within 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.

AMENDMENTS 5/28/70 35 F. R. 5913 (Rewritten)

Vernon, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Wilbarger County Airport (latitude 34°14'00" N., longitude 99°17'30" W.), and within 2 miles each side of the Altus VOR 182° radial extending from the 6-mile radius area to 7 miles north of the airport.

Vero Beach, Fla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Vero Beach, Fla., Municipal Airport (latitude 27°39'15" N., longitude 80°24'55" W.) and within 2 miles each side of the Vero Beach VORTAC 291° radial extending from the 6-mile radius area to 8 miles W of the VORTAC; within a 5-mile radius of the St. Lucie County Airport, Fort Pierce, Fla. (latitude 27°29'38" N., longitude 80°22'02" W.); within 2 miles each side of the Vero Beach VORTAC-150° radial extending from the 5-mile radius area to the Vero Beach VORTAC.

Vichy, Mo.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.); and within 3 miles each side of the Vichy, Mo., VORTAC 067° radial, extending from the 6½-mile radius area to 8 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southeast and 9½ miles northwest of the Vichy VORTAC 067° and 247° radials, extending from 4 miles southwest to 18½ miles northeast of the VORTAC; within 8 miles southeast and 6½ miles northwest of the Vichy VORTAC 059° and 239° radials, extending from 7 miles northeast to 24 miles southwest of the VORTAC; and within the arc of a 22½-mile radius circle centered on the Vichy VORTAC, extending from the Vichy VORTAC 239° radial clockwise to the Vichy VORTAC 321° radial.

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.).
AMENDMENTS 3/5/70 35 F. R. 6 (Changed)
AMENDMENTS 4/2/70 35 F. R. 1103 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

Victoria, Tex.
That airspace extending upward from 700 feet above the surface within 8 miles SW and 5 miles NE of the Victoria VOR 313° radial, extending from the VOR to 12 miles NW of the VOR; within 8 miles SW and 5 miles NE of the 324° bearing from latitude 28° 51' 30" N., longitude 96° 55' 00" W., extending from latitude 28° 51' 30" N., longitude 96°55'00" W., to 12 miles NW.

Victorville, Calif.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of George AFB (latitude 34°35'45" N., longitude 117°22'55" W.), and within 3 miles each side of the George AFB VOR 360° radial extending from the 12-mile radius area to 17 miles N of the VOR.

Vidalia, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Vidalia Municipal Airport (latitude 32°11'45" N., longitude 82°22'15" W.); within 2 miles each side of the 077° bearing from the Vidalia, Ga., RBN (latitude 32°11'48.8" N., longitude 82°22'16.7" W.), extending from the 6-mile radius area to 8 miles east of the RBN.

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°36'30" W.); within a 5½-mile radius of O'Neal Airport (latitude 38°41'30" N., longitude 87°33'10" W.); within 3 miles each side of the 355° bearing from Lawrenceville-Vincennes Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport and within 3 miles each side of the 258° bearing from O'Neal Airport, extending from the 7-mile and 5½-mile radii to 8 miles west of the airport.

AMENDMENTS 3/5/70 35 F. R. 309 (Rewritten)

Virginia
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Virginia including the offshore airspace within 3 nautical miles of and parallel to the shoreline of Virginia and that airspace extending upward from 2,000 feet MSL to FL-600 bounded on the east by longitude 75°30'00" W., on the south by latitude 36°33'30" N, and on the west and north by a line 3 nautical miles from and parallel to the shoreline, excluding that airspace within Control 1149, W-50, R-6602 and R-6606.

Visalia, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), and within 2 miles each side of the Visalia VOR 123° and 303° radials, extending from the 5-mile radius area to 8 miles NW of the VOR.

Vivian, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Vivian Municipal Airport (latitude 32°51'55" N., longitude 94°00'30" W.), and within 2 miles each side of the Shreveport VORTAC 299° radial extending from the 5-mile radius area to 5.5 miles northwest of the VORTAC.

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.
AMENDMENTS 8/20/70 35 F. R. 11466 (Rewritten)

Waco, Tex.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 32°08'00" N., longitude 96°54'00" W.; to latitude 32°02'00" N., longitude 96°50'40" W.; to latitude 31°49'00" N., longitude 97°00'00" W.; to latitude 31°39'30" N., longitude 96°43'50" W.; to latitude 31° 28'20" N., longitude 96°55'40" W.; to latitude 31°17'00" N., longitude 96°56'00" W.; to latitude 31°17' 00" N., longitude 97°13'00" W.; to latitude 30°56'30" N., longitude 97°25'30" W.; to latitude 30°58'30" N., longitude 97°35'40" W.; to latitude 31°11'00" N., longitude 97°31'00" W.; to latitude 31°27'00" N., longitude 97°34' 00" W., to latitude 31°46'30" N., longitude 97°41'50" W., to latitude 31°59'00" N., longitude 97°24'00" W.; to point of beginning.
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)

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 Kamuela VOR 063° radial, extending from the 5-mile radius area to 11.5 miles northeast of the Kamuela VOR; and that airspace extending upward from 1,200 feet above the surface bound on the north by V-16, on the west by V-11 and on the southeast by V-3 and the Waimea-Kohala control zone.

AMENDMENTS 12/12/69 35 F. R. 19970 (Changed)

Wake Island
That airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Wake Island VORTAC.

Wallace, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Henderson Field (latitude 34°43'05" N., longitude 78°01'20" W.); within 3 miles each side of Wilmington VORTAC 344° radial, extending from the 5-mile radius area to 22 miles northwest of the VORTAC.

Walla Walla, Wash.
That airspace extending upward from 700 feet above the surface within 7 miles NW and 5 miles SE of the Walla Walla VOR 040° radial, extending from the VOR to 13 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 13 miles NW of the Walla Walla VOR 023° and 203° radials, extending from 14 miles SW to 28 miles NE of the VOR, within 5 miles each side of the Walla Walla TACAN 041° radial extending from the TACAN to 23 miles NE of the TACAN, within 5 miles SE and 9 miles NW of the Pendleton, Oreg., VORTAC 025° radial, extending from 33 miles NE to 61 miles NE of the VORTAC, and that airspace bounded by an arc of a 19-mile radius circle centered on the Walla Walla VOR (latitude 46°06'13" N., longitude 118°17'29" W.), from 5 miles SE of the Walla Walla 040° radial, to 4 miles SE of the Pendleton VORTAC 025° radial, within 5 miles east and 10 miles west of the Walla Walla 165° radial, extending from the 19-mile radius area to the northeast edge of V-298 and within 5 miles each side of the Walla Walla 329° radial extending from the northwest edge of V-112 to the southeast edge of V-112W, excluding the portion within the Pendleton, Oreg., transition area.

Walnut Ridge, Ark.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Walnut Ridge Municipal Airport (latitude 36°07'30" N., longitude 90°55'25" W.), within 2 miles each side of the Walnut Ridge VORTAC 244° radial extending from the 6-mile radius area to 8 miles southwest of the VORTAC; and within 2 miles each side of the Walnut Ridge VORTAC 055° radial extending from the 6-mile radius area to 15 miles northeast of the VORTAC.

AMENDMENTS 9/17/70 35 F. R. 11900 (Changed)

Walterboro, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Walterboro Municipal Airport (latitude 32°55'15" N., longitude 80°38'30" W.).

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.

Warsaw, Indiana
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Warsaw, Ind., Municipal Airport (latitude 41°17'00" N., longitude 85°51'00" W.); and within 2 miles each side of the Wolflake, Ind., VOR 278° radial, extending from the 5-mile radius area to 25 miles W of the VOR.

Washington, D. C.

That airspace extending upward from 700 feet above the surface bounded on the W by a line beginning at latitude 38°37'20" N., longitude 77°35'30" W., extending N to latitude 38°50'30" N., longitude 77°35'20" W., thence clockwise along the arc of a 10-mile radius circle centered at Dulles International Airport, Chantilly, Va. (latitude 38°56'40" N., longitude 77°27'24" W.), to and clockwise along the arc of a 22-mile radius circle centered at Davison AAF, Fort Belvoir, Va. (latitude 38°42'55" N., longitude 77°10'50" W.) to, and clockwise along, the arc of a 10-mile radius circle centered at Andrews AFB, Camp Springs, Md. (latitude 38°48'40" N., longitude 76°52'05" W.) to latitude 38°40'15" N., longitude 76°55'10" W., to latitude 38°35'00" N., longitude 76°54'20" W., to latitude 38°30'00" N., longitude 77°04'00" W., to latitude 38°35'00" N., longitude 77°11'40" W., thence counterclockwise along the arc of an 8-mile radius circle centered at MCAS Quantico, Va. (latitude 38°30'10" N., longitude 77°18'20" W.) to latitude 38°35'10" N., longitude 77°24'20" W., thence to the point of beginning, and within 2 miles each side of the Dulles International Airport runway 19-R ILS localizer N course, extending from the 10-mile radius area centered at the Dulles International Airport to the Poolesville, Md., RBN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°05'26" N., longitude 78°12'02" W., to latitude 38°51'15" N., longitude 78°12'21" W.; to latitude 38°30'00" N., longitude 77°44'00" W.; to latitude 38°24'00" N., longitude 77°29'00" W.; to latitude 38°05'00" N., longitude 77°35'00" W.; to latitude 38°01'00" N., longitude 77°15'00" W.; to latitude 38°14'00" N., longitude 77°04'00" W.; to latitude 38°14'00" N., longitude 76°46'00" W.; to latitude 38°47'00" N., longitude 76°16'00" W.; to latitude 38°57'00" N., longitude 76°22'00" W.; to latitude 39°09'00" N., longitude 77°12'00" W.; to latitude 39°18'00" N., longitude 77°22'00" W.; to the point of beginning. The portion within P-56 is excluded.

Washington, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Warren Field (latitude 35°34'15" N., longitude 77°03'00" W.); within 3 miles each side of the 198° bearing from WITN Commercial Broadcast Station (latitude 35°31'34" N., longitude 77°04'31" W.), extending from the 8.5-mile radius area to 8.5 miles southwest of WITN Commercial Broadcast Station.

AMENDMENTS 2/5/70 34 F. R. 19499 (Rewritten); F. R. Corr: 34 F. R. 19715

Washington, Pa.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°08'10" N., 80°17'20" W. of Washington County Airport, Washington, Pa.; within 2 miles each side of the Runway 9 centerline extended from the 5-mile radius area to 6 miles east of the end of the runway; within 2 miles each side of the Runway 27 centerline extended from the 5-mile radius area to 5 miles west of the end of the runway, and within 3.5 miles each side of the Allegheny VORTAC 234° radial extending from the 5-mile radius area to the VORTAC, excluding the portion that coincides with the Pittsburgh, Pa., and Monongahela, Pa., transition areas.

AMENDMENTS 1/8/70 34 F. R. 18816 (Added)

Waterloo, Iowa

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Waterloo Municipal Airport (latitude 42°33'20" N., longitude 92°24'00" W.); within 2 miles each side of the Waterloo ILS localizer northwest course, extending from the 7-mile radius area to 10 miles northwest of the OM; within 5 miles west and 8 miles east of the Waterloo VORTAC 200° radial, extending from the VORTAC to 12 miles south of the VORTAC; and within the arc of a 16-mile radius circle centered on the Waterloo VORTAC, extending clockwise from the Waterloo VORTAC 353° radial to the Waterloo VORTAC 134° radial; that airspace extending upward from 1,200 feet above the surface within the arc of a 29-mile radius circle centered on the Waterloo VORTAC; extending clockwise from a line 8 miles north of and parallel to the Waterloo VORTAC 096° radial to a line 8 miles east of and parallel to the Waterloo VORTAC 353° radial; and that airspace extending upward from 3,500 feet MSL bounded on the southeast by V-161W, on the west by V-13E, on the north by V-100 and on the east by the arc of a 29-mile radius circle centered on the Waterloo VORTAC.

Watertown, N. Y.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°59'20" N., 76°01'20" W of Watertown Municipal Airport, Watertown, N. Y., and within 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.

AMENDMENTS 3/5/70 35 F. R. 623 (Changed)

Watertown, S. Dak.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Watertown Municipal Airport (latitude 44°54'35" N., longitude 97°09'30" W.); and within 5 miles east and 8 miles west of the Watertown VORTAC 006° radial, extending from the 10-mile radius area to 12 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Watertown VORTAC extending from the Watertown VORTAC 238° radial clockwise to the Watertown VORTAC 086° radial; within a 24-mile radius of the Watertown VORTAC, extending from the Watertown VORTAC 086° radial clockwise to the Watertown VORTAC 238° radial; within 5 miles northeast and 8 miles southwest of the Watertown VORTAC 297° radial, extending from the 15-mile radius area to 30 miles northwest of the VORTAC; and within 8 miles west and 5 miles east of the Watertown VORTAC 006° radial, extending from the 15-mile radius area to 39 miles north of the VORTAC.

Waterville, Maine
That airspace extending upward from 700 feet above the surface within a 5 mile radius of the center (44°32'10" N., 69°40'30" W.) of Waterville Robert LaFleur Airport, Waterville, Maine; within 2 miles each side of a 211° bearing from Waterville RBN (44°30'26" N., 69°41'48" W.) extending from the 5 mile radius area to 8 miles SW of the RBN and within 2 miles each side of the Augusta, Maine, VOR 022° radial extending from the 5-mile radius area to 9 miles north of the VOR excluding the portion that coincides with the Augusta, Maine, 700-foot floor transition area.

Waterville, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Toledo Municipal Airport, Toledo, Ohio, 41°33'50" N., 83°28'50" W.; within a 4-mile radius of the center of University Airport, Bowling Green, Ohio, 41°23'17" N., 83°38'02" W.; within 2 miles each side of the Waterville VOR 047° radial extending the 5-mile radius area to the VOR; and within 2 miles each side of the Waterville VOR 356° radial extending from the 4-mile radius area to the VOR, excluding that area that coincides with the Toledo, Ohio, transition area. The transition area shall be in effect from sunrise to sunset.

Wausau, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Wausau Municipal Airport (latitude 44°55'35" N., longitude 89°37'35" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the north by a line 6 miles north of and parallel to the Wausau VORTAC 273° radial, the arc of a 15-mile radius circle centered on the Wausau Municipal Airport and a line 9 miles north of and parallel to the Wausau VORTAC 106° radial, on the east by an arc of a 35-mile radius circle centered on the Wausau VORTAC on the south by a line 5 miles south of and parallel to the Stevens Point, Wis., 089° radial, the arc of a 15-mile radius circle centered on the Stevens Point VORTAC, the Stevens Point VORTAC 230° radial, and Camp Douglas, Wis., transition area, and V-345, on the west by longitude 90°40'00" W.

AMENDMENTS 10/15/70 35 F. R. 12888 (Rewritten)

Waycross, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Waycross-Ware County Airport (latitude 31°14'55" N., longitude 82°23'48" W.); within 2 miles each side of the Waycross VORTAC 099° radial, extending from the 8-mile radius area to the VORTAC. The portion within a 1½-mile radius of Bivins Airport (latitude 31°11'06" N., longitude 82°16'25" W.) is excluded.

Webster City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Webster City Municipal Airport (latitude 42°26'15" N., longitude 93°52'15" W.), and within 2 miles each side of the 151° bearing from Webster City Municipal Airport, extending from the 5-mile radius area to 8 miles SE of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 151° bearing from Webster City Airport extending from the airport to 12 miles SE, excluding the portion which overlies the Fort Dodge, Iowa, transition area.

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.

AMENDMENTS 12/10/70 35 F. R. 15746 (Added)

Wellsboro, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 41°43'45" N., 77°23'30" W., of Grand Canyon State Airport, Wellsboro, Pa., and within 2 miles each side of Stonyfork, Pa., VOR 212° radial extending from the 6-mile radius area to 8 miles southwest of the VOR. This transition area is effective from sunrise to sunset daily.

Wellsville, N.Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center of Wellsville Municipal Airport, Wellsville, N.Y., 42°08'15" N., 77°58'30" W. and within 2 miles each side of the Wellsville VOR 205° radial extending from the 9-mile radius area for 8 miles from the VOR.

Wenatchee, Wash.
That airspace extending upward from 1,200 feet above the surface within 5 miles S and 8 miles N of the Wenatchee VOR 092° and 272° radials, extending from 7 miles W to 14 miles E of the VOR, and within 5 miles SW and 8 miles NE of the 124° radial, extending from the VOR to 14 miles SE of the VOR.

Wendover, Utah
That airspace extending upward from 8,500 feet MSL bounded on the N by V-6, on the W by V-253, on the S by V-32 and on the E by a line extending from latitude 40°51'30" N., longitude 112°56'30" W., to latitude 41°00'00" N., longitude 112°56'30" W.; to latitude 41°00'00" N., longitude 112°45'00" W.; to latitude 41°10'40" N., longitude 112°45'00" W.; to latitude 41°12'00" N., longitude 112°52'00" W.; thence N via longitude 112°52'00" W.. to V-6.

West Bend, Wis.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of West Bend Municipal Airport (latitude 43°25'20" N., longitude 88°07'45" W.); and within 2 miles each side of the 136° bearing from West Bend Municipal Airport, extending from the 7-mile radius area to 8 miles southeast of the airport.

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°34'16" N., longitude 90°40'33" W.) extending from the 5.5-mile radius area to 11.5 miles north of the RBN.

AMENDMENTS 9/17/70 35 F. R. 11900 (Rewritten)

Westminster, Md.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 39°36'10" N., 77°00'05" W. of Westminster Airport, Westminster, Md., and within 2 miles each side of the Westminster VOR 350° radial extending from the 6-mile radius area to the VOR. This transition area is effective from sunrise to sunset, daily.

West Point, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center of West Point Municipal Airport 37°31'00" N., 76°45'40" W. and within 2 miles each side of the Harcum, Va., VOR 148° radial extending from the 6-mile radius area to 8 miles southeast of the VOR.

West Virginia
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39°50'00" N., longitude 77°30'00" W.; to latitude 39°15'10" N., longitude 77°30'00" W.; thence westerly along the Virginia State line to latitude 37°23'00" N., longitude 82°11'30" W.; thence to latitude 38°02'00" N., longitude 82°15'00" W.; to latitude
38°00'00" N., longitude 82°55'00" W.; to latitude 38°45'00" N., longitude 83°30'00" W.; to latitude 39°00'00" N., longitude 83°00'00" W.; to latitude 39°00'00" N., longitude 81°43'40" W.; to latitude 39°40'00" N., longitude 81°47'00" W.; to latitude 39°40'00" N., longitude 81°30'00" W.; to latitude 39°43'00" N., longitude 81°13'00" W.; to latitude 39°53'15" N., longitude 81°03'15" W.; thence counterclockwise via a 60-mile radius arc centered on the Imperial VORTAC to latitude 39°42'00" N., longitude 80°38'30" W.; to latitude 39°59'00" N., longitude 80°29'00" W.; thence counterclockwise via a 37-mile radius arc centered on the Imperial VORTAC to latitude 40°02'00" N., longitude 79°51'30" W.; to latitude 39°25'00" N., longitude 79°20'00" W.; to latitude 39°25'00" N., longitude 78°58'00" W.; to latitude 39°30'00" N., longitude 78°58'00" W.; to latitude 39°30'00" N., longitude 78°30'00" W.; to latitude 39°50'00" N., longitude 77°47'00" W.; thence to point of beginning.

West Yellowstone, Mont.
That airspace extending upward from 700 feet above the surface within 6½ miles west and 9½ miles east of the 019° and 199° bearings from Yellowstone Airport (latitude 44°41'20" N, longitude 111°06'55" W.), extending from 12 miles north to 19½ miles south of the airport; that airspace extending upward from 10,700 feet MSL within a 30-mile radius of Yellowstone Airport, extending from the 087° bearing from Yellowstone Airport clockwise to the 217° bearing from Yellowstone Airport; and that airspace extending upward from 12,000 feet MSL within a 30-mile radius of Yellowstone Airport, extending from the 217° bearing from Yellowstone Airport clockwise to the 087° bearing from Yellowstone Airport, excluding the portion which overlies V-343. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

AMENDMENTS 2/5/70 34 F. R. 19073 (Added); 4/9/70 35 F. R. 2582 (Rewritten)

Wetumpka, Ala.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wetumpka Municipal Airport (latitude 32°31'45" N., longitude 86°19'30" W.); within 3 miles each side of the Maxwell VOR 069° radial, extending from the 7-mile radius area to 22 miles northeast of the Maxwell VOR; excluding the portion that coincides with the Montgomery, Ala., transition area.

AMENDMENTS 3/5/70 35 F. R. 310 (Added); Corr: 35 F. R. 3282

Weyers Cave, Va.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (38°15'45" N., 78°53'50" W.), of Shenandoah Valley Airport; Weyers Cave., Va.; within 4.5 miles southeast and 6.5 miles northwest of the 218° bearing from the Laurel Hill RBN (38°12'03" N., 78°57'30" W.) extending from the 8.5-mile radius area to 11.5 miles southwest of the RBN; within 2 miles each side of the Shenandoah Valley Airport Runway 4 centerline, extended from the 8.5-mile radius area to 8.5 miles northeast of the end of the runway; within a 5-mile radius of the center (38°22'00" N., 78°57'40" W.), of the Bridgewater Airpark, Bridgewater, Va.; within 3.5 miles each side of the 355° bearing from Bridgewater RBN (38°21'56" N., 78°57'41" W.), extending from the 5-mile radius area to 9.5 miles north of the RBN; within 4 miles northwest of the 210° bearing from the Bridgewater RBN, extending from the 5-mile radius area to 11.5 miles southwest of the RBN; within 2 miles each side of the Bridgewater Airpark Runway 9 centerline, extended from the 5-mile radius area to 7 miles east of the end of the runway; within 2 miles each side of the Bridgewater Airpark Runway 27 centerline, extended from the 5-mile radius area to 7.5 miles west of the end of the runway; within 2 miles each side of the Bridgewater Airpark Runway 33 centerline, extended from the 5-mile radius area to 7 miles northwest of the end of the runway.

AMENDMENTS 5/28/70 35 F. R. 5034 (Added)

Wheeling, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 036° and 216° radials, extending from the 7-mile radius area to 8 miles NE of the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM.

Whidbey Island, Wash.
That airspace extending upward from 700 feet above the surface bounded on the E by a line extending from latitude 48°40'00" N., longitude 122°05'00" W. to latitude 48°05'00" N., longitude 121°55'00" W., on the S by latitude 48°05'00" N., on the W by the W edge of V-440, and the United States/Canadian border to latitude 48°25'00" N., thence via latitude 48°25'00" N. to an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence clockwise via the 13-mile radius arc to longitude 122°45'00" W., thence to latitude 48°40'00" N., longitude 122°43'00" W., on the N by latitude 48°40'00" N. to point of beginning, and that airspace NW of Whidbey Island NAS bounded by a line beginning at the point of intersection of latitude 48°25'00" N., and the United States/Canadian border, thence via the United States/Canadian border to altitude 48°40'00" N., thence via latitude 48°40'00" N., to longitude 123°02'00" W., thence direct to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 48°52'00" N., longitude 122°00'00" W., thence via longitude 122°00'00" W. to latitude 48°43'00" N., thence via latitude 48°43'00" N. to longitude 121°45'00" W., thence via longitude 121°45'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°55'00" W., thence to latitude 48°40'00" N., longitude 122°05'00" W., thence via latitude 48°40'00" N., to longitude 122°43'00" W., thence to latitude 48°31'00" N., longitude 122°45'00" W., to intercept an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence counterclockwise via the 13-mile radius arc to latitude 48°25'00" N., thence via latitude 48°25'00" N., to its intersection with the United States/Canadian border, thence to latitude 48°40'00" N., longitude 123°02'00" W., thence via latitude 48°40'00" N., to the east edge of Canadian VOR airway V-300, thence N via the east edge of V-300 to the United States/Canadian border, thence via the United States/Canadian border to latitude 48°52'00" N., thence to point of beginning; that airspace extending upward from 8,200 feet MSL bounded on the E by longitude 121°30'00" W., to latitude 48°00'00" N., thence via latitude 48°00'00" N., to longitude 121°35'00" W., thence via longitude 121°35'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°45'00" W., on the W by longitude 121°45'00" N., to latitude 48°38'00" N., thence via latitude 48°38'00" N., to longitude 121°30'00" W.; that airspace extending upward from 12,000 feet MSL bounded on the E by longitude 121° 00'00" W., on the S by latitude 48°00'00" N., on the W by longitude 121°30'00" W., and on the N by latitude 48°30'00" N.

White Cloud, Mich.
That airspace extending upward from 1,200 feet above the surface within 10 miles E and 7 miles W of the White Cloud VOR 006° and 186° radials, extending from 20 miles N to 9 miles S of the VOR.

Whitefield. N.H.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 44°21'53" N., 71°33'07" W. of Whitefield, N.H., Airport; within 2 miles each side of the 248° bearing from the Whitefield, N.H., RBN extending from the 5-mile radius area to 8 miles W of the RBN, effective sunrise to sunset.

White Plains, N.Y.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 41°16'00" N., 74°06'00" W. to 41°16'00" N., 74°00'00" W. to 41°19'00" N., 74°00'00" W. to 41°19'00" N., 73°57'00" W. to 41°27'00" N., 73°54'00" W. to 41°27'00" N., 73°47'00" W. to 41°19'00" N., 73°42'00" W. to 41°25'00" N., 73°30'00" W. to 41°20'00" N., 73°23'00" W. to 41°10'00" N., 73°33'00" W. to 41°00'00" N., 73°33'00" W. to 40°50'00" N., 73°42'00" W. to 41°01'00" N., 74°00'00" W. to 41°07'30" N., 73°57'00" W. to 41°10'30" N., 74°09'00" W. to the point of beginning.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 41°31'00" N., 73°54'00" W. to 41°31'00" N., 73°30'00" W. to 41°25'00" N., 73°30'00" W. to 41°19'00" N., 73°42'00" W. to 41°27'00" N., 73°47'00" W. to 41°27'00" N., 73°54'00" W. to the point of beginning.

White Sulphur Springs, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 37°47'00" N., 80°20'00" W. of Greenbrier Airport, White Sulphur Springs, W. Va., and within 2 miles each side of the White Sulphur Springs, W. Va., VOR 115° radial extending from the 7-mile radius area to 8 miles southeast of the VOR, excluding the portion that coincides with the Lewisburg, W. Va., transition area. This transition area shall be effective from sunrise to sunset daily.

Wichita, Kansas
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Wichita Municipal Airport (latitude 37°39'10" N., longitude 97°25'45" W.); within 5 miles east and 8 miles west of the Wichita Municipal Airport ILS localizer south course, extending from the 8-mile radius area to 12 miles south of the OM; within an 8-mile radius of McConnell AFB (latitude 37°37'25" N., longitude 97°16'00" W.); within 2 miles each side of the McConnell AFB ILS localizer south course, extending from the 8-mile radius area to 8 miles south of the OM; within a 5-mile radius of Piper Airpark (latitude 37°44'45" N. longitude 97°13'20" W.); and within 2 miles each side of the 344° bearing from Piper Airpark extending from the 5-mile radius area to 6 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the INT of the north boundary of V-516 and longitude 96°29'00" W.; thence extending northwest to the INT of a line 10 miles southeast and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37°10'00" N., thence northeast along a line 10 miles southeast of and parallel to the Emporia VORTAC 209° radial to the Emporia VORTAC 134° radial, thence northwest along the Emporia VORTAC 134° and 314° radials to and west along the north boundary of V-10 to and northeast along the west boundary of V-77 to and southwest along the southeast boundary of V-280 to and east along the north boundary of V-10 to longitude 97°15'00" W., thence southwest to latitude 38°00'30" N., longitude 97°28'00" W., thence southwest to the INT of the northwest boundary of V-12N and longitude 97°56'25" W., thence southwest along the northwest boundary of V-12N to and south along the west boundary of V-125 to, and southeast along the southwest boundary of V-74 to the Ponca City, Okla., VORTAC 217° radial, thence northeast along the Ponca City VORTAC 217° and 047° radials to and northeast along the northwest boundary of V-516 point of beginning, excluding the portion which overlies the Emporia, Kans., transition area and the portion within the State of Oklahoma; and that airspace extending upward from 3,500 feet MSL bounded by a line beginning at the INT of the north boundary of V-516 and longitude 96°29'00" W., thence northwest to the INT of a line 10 miles southeast of and parallel to the Emporia, Kans., VORTAC 209° radial and latitude 37°10'00" N., thence northeast along a line 10 miles southeast of and parallel to the Emporia VORTAC 209° radial to, and southeast along the southwest boundary of V-132 to, and southeast along a line 12 miles southwest of and parallel to the Chanute, Kans., VOR 334° and 154° radials to, and south along the west boundary of V-131 to, and southwest along the northwest boundary of V-516 to the point of beginning, excluding the portion within the State of Oklahoma.

AMENDMENTS 2/5/70 35 F. R. 102 (Rewritten)
AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Wichita Falls, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 33°59'56" N., longitude 98°30'25" W.

AMENDMENTS 7/23/70 35 F. R. 7176 (Changed)
AMENDMENTS 9/17/70 35 F. R. 11617 (Changed)
AMENDMENTS 11/12/70 35 F. R. 14651 (Changed)

Wildwood, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°00'32" N., 74°54'32" W. of Cape May County Airport, Wildwood, N. J., and within 2 miles each side of the Sea Isle, N. J., VORTAC 225° radial extending from the 5-mile radius area to the VORTAC.

Wilkes-Barre, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center 41°20'17" N., 75°43'28" W. of Wilkes-Barre-Scranton Airport, Wilkes-Barre, Pa., within 2 miles each side of the airport ILS localizer SW course extending from the 12-mile radius area for 7 miles.

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°11'36" 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.

AMENDMENTS 12/10/70 35 F. R. 15209 (Added)

Williamsport, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41°14'30" N., 76°55'20" W., of the Williamsport-Lycoming County Airport, Williamsport, Pa.; within 5 miles N and 8 miles S of the Williamsport ILS localizer E course extending from the 12-mile radius area to 12 miles E of the Picture Rocks RBN; and within 2 miles each side of the centerline of Runway 27 extended from the 12-mile radius area to 14 miles W of the end of the runway.

Willimantic, Conn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 41°44'40" N., 72°10'46" W. of Windham Airport, Willimantic, Conn.; within 2 miles each side of the centerline of Runway 9 extended from the 8-mile radius area to 9.5 miles E of the end of the runway; within 2 miles each side of the Norwich VOR 323° radial extended from the 8-mile radius area to the VOR; and within 2 miles each side of the centerline of Runway 27 extended from the 8-mile radius area to 9 miles W of the end of the runway. This transition area shall be in effect from sunrise to sunset.

Williston, N. Dak.
That airspace extending upward from 700 feet above the surface within a 10½-mile radius of Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 3 miles each side of the Williston VOR 317° radial, extending from the 10½-mile radius area to 8 miles northwest of the VOR; and within 3 miles each side of the 127° bearing from Sloulin International Airport, extending from the 10½-mile radius area to 11½ miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the Williston VOR 137° and 317° radials, extending from 5½ miles southeast to 18½ miles northwest of the VOR; and within 4½ miles southwest and 9½ miles northeast of the 127° bearing from Sloulin International Airport, extending from 4 miles southeast to 22 miles southeast of the airport.

Willmar, Minn.
That airspace extending upward from 700 feet above the surface within 5 miles N and 8 miles S of the 104° and 284° bearings from Willmar, Minnesota, Municipal Airport (Lat. 45°06'52" N., Long. 95°05'11" W.), extending from 7 miles E to 13 miles W of the airport.

Wilmington, Del.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greater Wilmington, Del., Airport (latitude 39° 40' 40" N., longitude 75° 36' 25" W.) within 2 miles each side of the New Castle, Del., VORTAC 238° radial, extending from the 7-mile radius area to 8 miles SW of the VORTAC; and within 2 miles each side of the New Castle, Del., VORTAC 278° radial extending from the 7-mile radius area to 8 miles west of the VORTAC, within a 4-mile radius of the center (39°31'20" N., 75°43'25" W.) of Summit Airpark Airport; and within 2 miles each side of the New Castle, Del., VORTAC 207° radial extending from the Summit Airpark 4-mile radius area to the VORTAC.

Wilmington, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of New Hanover Airport (latitude 39°16'15" N., longitude 77°54'05" W.).

Wilmington, Ohio
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 39°26'00" N., 83°48'00" W. of Clinton County AFB, Wilmington, Ohio.

Winchester, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (38°01' 20" N., 84°13'10" W.) of Winchester-Codell Airport, Winchester, Ky.

Winchester, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°08'30" N., 78°08'30" W., of Winchester Airport, Winchester, Va.

Winder, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winder Airport (latitude 33°58'40" N., longitude 83°40'05" W.); within 2 miles each side of the Athens, Ga., VORTAC 277° radial extending from the 5-mile radius area to 6 miles E of the airport.

Windom, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Windom Municipal Airport (latitude 43°54'50" N., longitude 95°06'35" W.); within 5 miles east and 8 miles west of the 354° bearing from Windom Municipal Airport, extending from the airport to 12 miles north of the airport; and within 5 miles each side of the 174° bearing from Windom Municipal Airport, extending from the airport to 12 miles south of the airport.

Winner, S. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wiley Field (latitude 43°23'25" N., longitude 99°50'40" W.); and within 2 miles each side of the Winner VOR 212° radial, extending from the 7-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles southeast and 8 miles northwest of the Winner VOR 032° and 212° radials, extending from 5 miles southwest to 12 miles northeast of the VOR; and within 5 miles each side of the Winner VOR 212° radial, extending from 12 to 19 miles southwest of the VOR.

Winona, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Max Conrad Field, Winona, Minn. (latitude 44°04'34" N., longitude 91°42'25" W.), within 2 miles each side of the 107° bearing from Max Conrad Field extending from the 7-mile radius area to 8 miles E of the airport, and within 2 miles each side of the 319° bearing from Max Conrad Field, extending from the 7-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the 319° bearing from Max Conrad Field extending from the airport to 12 miles NW of the airport, and within 8 miles S and 5 miles N of the 107° bearing from Max Conrad Field extending from the airport to 12 miles E of the airport, excluding the portion which overlies the La Crosse, Wis., transition area.

Winslow, Ariz.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and within 2 miles each side of the Winslow VORTAC 314° radial, extending from the 9-mile radius area to 8 miles NW of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 10 miles SW and 13 miles NE of the Winslow VORTAC 154° and 334° radials, extending from 15 miles NW to 25 miles SE of the VORTAC.

Winston-Salem, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-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.

AMENDMENTS 4/30/70 35 F. R. 3880 (Rewritten)

Wisconsin Rapids, Wis.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Alexander Field-Southwood County Airport (latitude 44°21'30" 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.

AMENDMENTS 8/20/70 35 F. R. 10358 (Rewritten)

Wolf Point, Mont.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Wolf Point International Airport (latitude 48°05'40" N., longitude 105°34'45" W.); and within 3 miles each side of the 314° bearing from Wolf Point International Airport, extending from the 8-mile radius area to 10 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 314° bearing from Wolf Point International Airport, extending from the airport to 20½ miles northwest of the airport; and within 5 miles each side of the 134° bearing from Wolf Point International Airport extending from the airport to 12 miles southeast of the airport.

AMENDMENTS 1/7/71 35 F. R. 17033 (Rewritten)

Woodruff, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lakeland Airport (latitude 45°55'40" N., longitude 89°43'55" W.); within 3 miles each side of the 347° bearing from Lakeland Airport, extending from the 5-mile radius area to 8 miles north of the airport; and within 3 miles each side of the 197° bearing from Lakeland Airport extending from the 5-mile radius area to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 167° and 347° bearings from Lakeland Airport, extending from 8 miles south to 18½ miles north of the airport; and within 4½ miles west and 9½ miles east of the 017° and 197° bearings from Lakeland Airport, extending from 6 miles north to 18½ miles south of the airport, excluding the portion which overlies the Rhineland, Wis. transition area.

AMENDMENTS 12/10/70 35 F. R. 15371 (Rewritten)

Worcester, Mass.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Worcester, Mass., Airport (latitude 42°16'05" N., longitude 71°52'20" W.).

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.

AMENDMENTS 10/15/70 35 F. R. 13363 (Rewritten)

Worthington, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Worthington Municipal Airport (latitude 43°39'10" N., longitude 95°34'50" W.); and within 5 miles E and 8 miles W of the Worthington VOR 358° radial, extending from the VOR to 13 miles N of the VOR; and within 2 miles each side of the Worthington VOR 189° radial, extending from the 6-mile radius area to 8 miles S of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles W and 8 miles E of the Worthington VOR 189° radial, extending from the VOR to 12 miles S of the VOR; and within 5 miles each side of the Worthington VOR 178° radial, extending from the VOR to the S boundary of V-120.

Wrightstown, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°04'00" N., 74°10'40" W. of Lakewood Airport, Lakewood, N. J.; within a 12-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.); within a 12-mile radius of NAS Lakehurst (West Field) (latitude 40°02'05" N., longitude 74°21'05" W.); within a 5-mile radius of Trenton-Robbinsville Airport (latitude 40°12'45" N., longitude 74°35'50" W.); within 2 miles N and 3 miles S of the Robbinsville VOR 278° and 098° radials extending from the Trenton-Robbinsville 5-mile radius area to 8 miles E of the VOR; within a 5-mile radius of Monmouth County Airport (latitude 40°11'05" N., longitude 74°07'20" W.); within 2 miles each side of the Colts Neck VOR 167° radial extending from the Monmouth County Airport 5-mile radius area to the VOR; within a 5-mile radius of the Red Bank
Airport (latitude 40°19'45" N., longitude 74°04'45" W.); within 3 miles north and 5 miles south of the Colts Neck VOR 255° and 075° radials extending from 5 miles east to 10 miles west of the VOR; and within a 5-mile radius of the center, 40°13'05" N., 74°05'30" W., of the Asbury Park-Neptune Airport, Neptune, N. J., and within 2 miles each side of the Colts Neck VOR 151° radial extending from the Asbury Park-Neptune Airport 5-mile radius area to the VOR; within a 5-mile radius of the center, 39°56'05" N., 74°48'30" W., of Flying W Ranch Airport, Lumberton, N. J., within 2.5 miles each side of the North Philadelphia VOR 134° radial extending from the Flying W Ranch 5-mile radius area to 21 miles southeast of the North Philadelphia VOR; excluding the portion
within the New York, N. Y., Transition Area; and that airpsace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 40°24'20" N., longitude 74°45'40" W., thence to latitude 40°17'20" N., longitude 73°52'45" W., to latitude 40°12'55" N., longitude 73°19'00" W., to latitude 39°58'40" N., longitude 73°38'35" W., to latitude 39°38'40" N., longitude 74°05'05" W., to latitude 39°31'45" N., longitude 74°15'55" W.; to latitude 39°37'31" N., longitude 74°20'02" W., to latitude 39°43'00" N., longitude 74°48'00" W., to latitude 39°53'00" N., longitude 74°48'00" W., to latitude 40°00'35" N., longitude 74°54'35" W., to latitude 40°16'10" N., longitude 74°39'20" W.; thence to the point of beginning; and that airspace extending upward from 2,000 feet above the surface bounded on the northwest by the southeast boundary of V-139, on the northeast by the southwest boundary of Control 1147, and on the south by a line along latitude 39°44'00" N. The airspace within W-107 below 2,000 feet MSL and within Control 1147 is excluded.

AMENDMENTS 1/8/70 34 F. R. 18816 (Changed)

Wurtsboro, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (41°35'50" N., 74°27'35" W.) of Wurtsboro-Sullivan County Airport, Wurtsboro, N. Y.; and within 2 miles each side of the Huguenot, N. Y., VOR 028° radial extending from the 5-mile radius area to the VOR excluding that portion that coincides with the Newburgh, N. Y., Transition Area, effective from sunrise to sunset daily.

Yakataga, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Yakataga Airport (latitude 60°04'52" N., longitude 142°29'30" W.); within 2 miles each side of the southwest course of the Yakataga RR, extending from the 5-mile radius area to the INT of the southwest course of the Yakataga RR and the east course of the Hinchinbrook, Alaska, RR; and that airspace extending upward from 1,200 feet above the surface within 5 miles northwest and 8 miles southeast of the Yakataga RR southwest course, extending from 7 miles northeast to 13 miles southwest of the INT of the southwest course of the Yakataga RR and east course of the Hinchinbrook, Alaska, RR; within 5 miles each side of the Yakataga RR southeast course extending from the RR to the INT of the southeast course of Yakataga RR and the west course of the Yakutat, Alaska, RR.

Yakima, Wash.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Yakima VORTAC 129° T (108° M) and 309° T (288° M) radials, extending from 2 miles NW to 6.5 miles SE of the VORTAC; within 2 miles each side of the Yakima ILS localizer E course, extending from 2.5 miles W to 8 miles E of the LOM; and within 2 miles each side of the Yakima VORTAC 276° T (255° M) radial, extending from the VORTAC to 12 miles W of the VORTAC: that airspace extending upward from 1,200 feet above the surface within 5 miles E and 8 miles W of the Ellensburg, Wash., VORTAC 191° T (170° M) radial, extending from 9 miles S to 13 miles N of the INT of the Ellensburg VORTAC 191° T (170° M) and the Yakima VORTAC 305° T (284° M) radials; within 9 miles NE and 6 miles SW of the Yakima VORTAC 129° T (108° M) radials, extending from the VORTAC to 33 miles SE of the VORTAC; that airspace NE and E of Yakima within a 16-mile radius of the Yakima VORTAC, extending clockwise from the E edge of V-25 to the NE edge of V-4, that airspace S of Yakima within a 21-mile radius of the Yakima VORTAC, extending clockwise from the SW edge of V-4 to the NW edge of V-448; and that airspace extending upward from 7,500 feet MSL within 11 miles NW and 16 miles SE of the Yakima VORTAC 242° T (221° M) radial, extending from 8 miles SW to 52 miles SW of the VORTAC.

Yakutat, Alaska

That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Yakutat VORTAC, and within a 15-mile radius of the Yakutat RR, excluding the portion NE of a line 5 miles NE of and parallel to the Yakutat VORTAC 319° and 139° radials; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Yakutat VORTAC 147° radial, extending from the 15-mile radius area to 18 miles SE of the VORTAC; and within 5 miles each side of the Yakutat VORTAC 119° radial, extending from the 700-foot transition area to 65 miles southeast of the VORTAC.

AMENDMENTS 1/8/70 34 F. R. 19026 (Changed)

Yankton, S. Dak.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Chan Gurney Municipal Airport (latitude 42°54'45" N., longitude 97°23'15" W.); and within 5 miles northeast and 8 miles southwest of the Yankton VOR 321° radial, extending from the 8-mile radius area to 12 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Yankton VOR 135° radial, extending from the VOR to 12 miles southeast of the VOR.

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.

AMENDMENTS 4/2/70 35 F. R. 1220 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5913

Yerington, Nev.

That airspace extending upward from 11,000 feet MSL within 12 miles, southwest and 8 miles northeast of the Reno, Nev., VORTAC 135° radial, extending from 10 miles northwest to 22 miles southeast of the INT of Reno VOR 135° and Lovelock, Nev., VORTAC 197° radials, excluding the airspace within Federal airways.

York, Pa.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°55'00" N., 76°52'00" W. of York Airport, York, Pa., and within 2 miles each side of the centerline of Runway 16 extended from the 6-mile radius area to 7 miles S of the end of the runway and within 2 miles each side of the 336° bearing of the Thomasville RBN extending from the 6-mile radius area to 8 miles NW of the RBN excluding that portion coincident with the Harrisburg, Pa., 700-foot transition area.

AMENDMENTS 3/5/70 35 F. R. 3879 (Changed)

Youngstown, Ohio

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Youngstown Municipal Airport (latitude 41°15'35" N., longitude 80°40'40" W.); within 2 miles each side of the Youngstown ILS localizer NW course, extending from the 7-mile radius area to 13 miles NW of the localizer; within 2 miles each side of the Youngstown ILS localizer SE course, extending from the 7-mile radius area to the Hubbard RBN; and within 2 miles each side of the Youngstown VOR 358° radial, extending from the 7-mile radius area to 8 miles north of the VOR.

Youngstown, Ohio (Lansdowne Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 41°07'50" N., 80°37'10" W. of Lansdowne Airport, Youngstown, Ohio, excluding the portion that coincides with the Youngstown, Ohio 700-foot floor transition area. This transition area is effective from sunrise to sunset, daily.

Youngstown, Ohio (Youngstown Executive Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°03'34" N., 80°49'48" W., of Youngstown Executive Airport, Youngstown, Ohio; within 2 miles each side of the centerline of Runway 29 extended from the 5-mile radius area to 5 miles west of the end of the runway; within 2 miles each side of the centerline of Runway 11 extended from the 5-mile radius area to 6 miles east of the end of the runway and within 2 miles each side of the 203° radial of the Youngstown, Ohio, VOR extending from the 5-mile radius area to 11 miles southwest of the VOR.

Yuma, Ariz.
That airspace extending upward from 700 feet above the surface, within an 11-mile radius of Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36'20" W.); within 2 miles each side of the Yuma VORTAC 181° radial, extending from the 11-mile radius area to 21 miles south of the VORTAC; that airspace extending upward from 1,200 feet above the surface, within 12 miles west and 11 miles east of the Yuma VORTAC 351° radial, extending from the north edge of V-66 to 20 miles north of the VORTAC, within 5 miles north and 8 miles south of the Yuma VORTAC 087° radial, extending from the VORTAC to 14 miles east of the VORTAC, within 11 miles east and 8 miles west of the Yuma VORTAC 180° radial, extending from the VORTAC to the United States/Mexico border; and that airspace northwest of Yuma, extending upward from 4,000 feet MSL, bounded on the north by the arc of an 18-mile radius circle centered on the Blythe, Calif., Airport (latitude 33°37'15" N., longitude 114°43'00" W.), on the east by the west edge of V-135, on the south by the north edge of V-66, and on the northwest and west by lines 5 miles northwest and west of and parallel to the Imperial and Blythe, Calif., VORTAC's, 064° and 187° radials respectively; excluding that portion outside the United States.

Zanesville, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Zanesville Municipal Airport (latitude 39°56'40" N., longitude 81°53'20" W.); within 8 miles E and 5 miles W of the Zanesville VOR 222° radial extending from the VOR to 12 miles SW of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 39° 53' 15" N., longitude 81° 03' 15" W.; to latitude 39° 43' 00" N., longitude 81° 13' 00" W.; to latitude 39° 40' 00" N., longitude 81° 30' 00" W.; to latitude 39° 40' 00" N., longitude 82° 00' 00" W.; to latitude 39° 52' 25" N., longitude 82° 13' 00" W.; thence direct to the Tiverton, Ohio, VOR; to the Newcomerstown, Ohio, VOR; to the INT of the Imperial, Pa., VORTAC 249° radial and the arc of a 60-mile radius circle centered on the Imperial VORTAC; thence via this arc to the point of beginning.

Zionsville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Indianapolis Terry Airport (latitude 40°02'05" N., longitude 86°15'00" W.).

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.

AMENDMENTS 11/12/70 35 F. R. 14304 (Changed)

SUBPART H - POSITIVE CONTROL AREAS

§71.193 Designation of Positive Control Areas.
The parts of airspace described below are designated as positive control areas.

Continental positive control area.
That airspace within the continental control area from flight level 240 to and including flight level 600 bounded by a line beginning at latitude 48°30'00" N., longitude 124°45'00" W.; thence along the United States/Canadian border to latitude 49°00'00" N., longitude 100°00'00" W.; thence to latitude 46°14'00" N., longitude 100°00'00" W.; latitude 45°40'20" N., longitude 98°20'40" W.; thence to latitude 46°07'30" N., longitude 96°47'30" W.; thence to latitude 46°27'30" N., longitude 95°35'00" W.; thence to latitude 47°33'00" N., longitude 92°19'00" W.; thence to latitude 47°35'30" N., longitude 91°19'00" W.; thence to latitude 46°42'00" N., longitude 89°45'00" W.; thence to latitude 47°40'40" N., longitude 86°46'00" W.; thence along the United States/Canadian border to latitude 44°48'00" N., longitude 66°53'00" W.; thence via a line three nautical miles from the coastline to latitude 44°01'00" N., longitude 69°01'00" W.; thence to latitude 43°47'48" N., longitude 69°23'20" W.; thence via a line 3 nautical miles from the coastline to latitude 43°09'31" N., longitude 70°31'24" W.; thence to latitude 43°07'40" N., longitude 70°32'45" W.; thence to latitude 43°03'16" N., longitude 70°36'17" W.; thence to latitude 42°57'43" N., longitude 70°41'49" W.; thence via a line 3 nautical miles from the coastline to latitude 41°59'10" N., longitude 70°32'10" W.; thence to latitude 42°05'45" N., longitude 70°17'50" W.; thence via a line 3 nautical miles from the coastline to latitude 41°29'54" N., longitude 70°30'26" W.; thence to latitude 41°26'24" N., longitude 71°05'36" W.; thence via a line 3 nautical miles from the coastline to latitude 41°16'30" N., longitude 71°47'35" W.; thence to latitude 41°04'50" N., longitude 71°47'25" W.; thence to latitude 41°01'20" N., longitude 71°50'45" W.; thence via a line 3 nautical miles from the coastline to latitude 26°42'30" N., longitude 97°16'00" W.; thence to latitude 26°37'45" N., longitude 97°34'00" W.; thence to latitude 26°30'00" N., longitude 99°06'10" W.; thence along the United States/Mexico border to latitude 32°31'00" N., longitude 117°11'00" W ; thence via a line 3 nautical miles from the coastline to latitude 48°25'00" N., thence to the point of beginning, excluding the Santa Barbara Island, Farallon Island, and the portion south of latitude 25°04'00" N.

That airspace within the continental control area from 18,000 feet MSL up to FL 240 bounded by a line beginning at latitude 37°18'15" N., longitude 80°44'45" W.; thence to latitude 37°16'00" N., longitude 80°53'00" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 36°34'00" N., longitude 84°01'00" W.; thence to latitude 36°30'00" N., longitude 84°45'00" W.; thence to latitude 36°12'30" N, longitude 85°10'30" W.; thence to latitude 36°11'00" N., longitude 85°24'00" W.; thence to latitude 36°54'00" N., longitude 85°35'00" W.; thence to latitude 37°18'00" N., longitude 86°09'00" W.; thence to latitude 37°16'30" N., longitude 87°23'50" W.; thence to latitude 37°43'30" N., longitude 88°19'00" W.; thence to latitude 37°32'00" N., longitude 88°50'00" W.; thence to latitude 37°09'00" N., longitude 90°34'00" W.; thence to latitude 36°26'00" N., longitude 94°41'00" W.; thence to latitude 36°56'00" N., longitude 95°06'00" W.; thence to latitude 36°45'00" N., longitude 95°48'00" W.; thence to latitude 36°43'30" N., longitude 95°53'00" W.; thence to latitude 38°04'00" N., longitude 96°00'00" W.; thence to latitude 38°22'00" N., longitude 96°22'00" W.; thence to latitude 38°22'00" N., longitude 98°24'00" W.; thence to latitude 38°47'00" N., longitude 99°04'00" W.; thence to latitude 39°23'00" N., longitude 99°04'00" W.; thence to latitude 42°08'15" N., longitude 99°01'15" W.; thence to latitude 42°20'00" N., longitude 98°34'00" W.; thence to latitude 43°16'30" N., longitude 97°01'45" W.; thence to latitude 43°00'00" N., longitude 96°43'00" W.; thence to latitude 43°04'30" N., longitude 95°37'00" W.; thence to latitude 45°54'00" N., longitude 95°29'00" W.; thence to latitude 46°17'45" N., longitude 93°50'00" W.; thence to latitude 44°57'45" N., longitude 90°01'30" W.; thence to latitude 45°34'30" N., longitude 89°18'00" W.; thence to latitude 45°10'00" N., longitude 88°35'30" W.; thence to latitude 44°50'00" N., longitude 88°00'00" W.; thence to latitude 44°04'00" N., longitude 85°00'00" W.; thence to latitude 43°52'00" N., longitude 84°10'00" W.; thence to latitude 43°52'00" N., longitude 82°11'20" W.; thence along the United States/Canadian border to latitude 44°48'00" N., longitude 66°53'00" W.; thence via a line 3 nautical miles from the coastline to latitude 44°01'00" N., longitude 69°01'00" W.; thence to latitude 43°47'48" N., longitude 69°23'20" W.; thence via a line 3 nautical miles from the coastline to latitude 43°09'31" N., longitude 70°31'24" W.; thence to latitude 43°07'40" N., longitude 70°32'45" W.; thence to latitude 43°03'16" N., longitude 70°36'17" W.; thence to latitude 42°57'43" N., longitude 70°41'49" W.; thence via a line 3 nautical miles from the coastline to latitude 41°59'10" N., longitude 70°32'10" W.; thence to latitude 42°05'45" N., longitude 70°17'50" W.; thence via a line 3 nautical miles from the coastline to latitude 41°29'54" N., longitude 70°30'26" W.; thence to latitude 41°26'24" N., longitude 71°05'36" W.; thence via a line 3 nautical miles from the coastline to latitude 41°16'30" N., longitude 71°47'35" W.; thence to latitude 41°04'50" N., longitude 71°47'25" W.; thence to latitude 41°01'20" N., longitude 71°50'45" W.; thence via a line 3 nautical miles from the coastline to latitude 38°00'00" N., longitude 75°11'00" W.; thence to latitude 38°13'30" N., longitude 75°41'00" W.; thence to latitude 38°20'30" N., longitude 75°36'40" W.; thence to latitude 38°53'40" N., longitude 75°51'20" W.; thence to latitude 38°26'20" N., longitude 77°03'15" W.; thence to latitude 37°01'00" N., longitude 77°55'00" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 37°00'00" N., longitude 80°25'10" W.; thence to latitude 37°12'15" N., longitude 80°25'45" W.; thence to the point of beginning.

PENDING AMENDMENT
Section 71.193 is amended as follows: "thence via a line 3 nautical miles from the coastline to latitude 26°42' 30" N., longitude 97°16'00" W.; thence to latitude 26°37'45" N., longitude 97°34'00" W.; thence to latitude 26° 30'00" N., longitude 99°06'10" W." is deleted and "thence via a line 3 nautical miles from the coastline to the United States/Mexico border;" is substituted therefor.

AMENDMENTS 1/7/71 35 F. R. 16677 (Changed) Eff. date changed 2/18/71 36 F. R. 44

SUBPART I - REPORTING POINTS

§ 71.201 Designation.

The locations described in this Subpart are designated as reporting points

§ 71.203 Domestic low altitude reporting points.

The reporting points listed below are designated at all altitudes up to but not including 18,000 feet MSL.

Aberdeen, S. Dak.
Abilene, Tex.
Akron, Colo.
Alamosa, Colo.
Albany, Ga.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alexandria, Minn.
Allendale, S. C.
Allentown, Pa.
Alma, Ga.
Amarillo, Tex.
Amzie INT: INT Bangor 146° radial and centerline of Control 1143. 6/10/70 35 F. R. 8925 (Added)
Anderson, S. C.
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Atlanta, Ga.
Augusta, Ga.
Augusta, Maine
Austin, Tex.
Avenal, Calif.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Barstow INT: INT Hector, Calif., 263°, Daggett, Calif., 229° radials.
Baton Rouge, La.
Battle Mountain, Nev.
Bay Point, INT: INT Oakland, Calif., 039°, Napa, Calif., 117° radials.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Bemidji, Minn.
Berlin, N. H.
Bible Grove, Ill.
Big Spring, Texas
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.
Birmingham, Ala.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Springs, Mo.
Blythe, Calif.
Boise, Idaho.
Bolton INT: INT Myrtle Beach, S. C., 031° and Wilmington, N. C., 276° radials.
Bonneville, Utah
Boston, Mass.
Boulder City, Nev.
Bowling Green, Ky.
Boysen Reservoir, Wyo.
Bozeman, Mont.
Bradford, Ill.
Brainerd, Minn.
Bridgeport, Tex.
Britton, Tex.
Brooke, Va.
Brookley, Ala.
Brookwood, Ala.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
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.
Charleston, S. C.
Charleston, W. Va.
Charlo INT: INT Mullan Pass, Idaho, 089°, Missoula, Mont., 354° radials.
Charlo DME INT: Missoula, Mont., VORTAC 354° radial, 34 nautical miles from Missoula VORTAC.
Chattanooga, Tenn.
Cherokee, Wyo.
Chesterfield, S. C.
Cheyenne, Wyo.
Chicago Heights, Ill.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Coalfax INT: INT Johnstown, Pa., 093°, St. Thomas, Pa., 358° radials.
Cochise, Ariz.
Cofield, N. C.
Columbia, Mo.
Columbia, S. C.
Columbus, Ga.
Columbus, Miss.
Columbus, N. Mex.
Concord, N. H.
Cooksburg, Pa. INT: INT Clarion, Pa., 044° and Franklin, Pa. 099° radials.
Cordova, Ill.
Corona, N. Mex.
Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Cut Bank, Mont.
Dalhart, Tex.
Dallas, Tex.
Danville, Ill.
Daytona Beach, Fla.
Dayton, Ohio
Decatur, Ill.
DeLancey, N. Y.
Delta, Utah.
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dillon, Mont.
Doby INT: INT Wells, Nev., 256°, Elko, Nev., 338° radials.
Dogwood, Mo.
Dothan, Ala.
Douglas, Ariz.
Douglas, Wyo.
Dublin, Ga.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Dunkirk, N. Y.
Dupree, S. Dak.
Dyersburg, Tenn.
Eagle Lake, Tex.
Eau Claire, Wis.
Edgerton INT: INT Fort Wayne, Ind., 039°, Waterville, Ohio, 273° radials.
El Dorado, Ark.
Elkins, W. Va.
Elko, Nev.

Ellensburg, Wash.
Elmira, N. Y.
El Paso, Tex.
Ephrata, Wash.
Erie, Pa.
Eugene, Oreg.
Evansville, Ind.
Fairfield, Utah 5/28/70 35 F. R. 6491 (Added)
Falmouth, Ky.
Fargo, N. Dak.
Farmington, Minn.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fayetteville, N. C.
Fellows, Calif.
Fillmore, Calif.
Findlay, Ohio
Flat Rock, Va.
Flint, Mich.
Flint Stone INT: INT of Kessel, W. Va. 038°, Martinsburg, W. Va., 297° radials.
Florence, S. C.
Fort Bridger, Wyo.
Fort Dodge, Iowa
Fort Jones, Calif.
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Franklin, Va.
Fresno, Calif.
Friant, Calif.
Front Royal, Va.
Gage, Okla.
Gainesville, Fla.
Garden City, Kans.
Garrett INT: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials.
Garrison INT: INT Drummond, Mont., 092°, Butte, Mont., 002° radials.
Gaviota, Calif.
Gila Bend, Ariz.
Gill, Colo.
Gill INT: INT Jefferson, Ohio, 279°, Cleveland, Ohio, 024° radials.
Goffs, Calif.
Goodland, Kans.
Gordonsville, Va.
Goshen, Ind.
Graham, Tenn.
Grand Island, Nebr.
Grand Junction, Colo.
Grand Rapids, Minn.
Grantsburg, Wis.
Grantsville, Md.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville, Fla.
Greenwood, Miss.
Greenwood, S. C.
Gregg County, Tex.
Gulfport, Miss.
Guthrie, Tex.
Hallsville, Mo.
Hamilton, Ala.
Hampton INT: INT Harrisburg, Pa., 196°, Lancaster, Pa., 256° radials.
Hanksville, Utah
Harcum, Va.
Harris, Ga., VORTAC
Harrisburg, Pa.
Harrison, Ark.
Hartford, Conn.
Hattiesburg, Miss.
Hayes Center, Nebr.
Hays, Kansas
Hazen, Nev.

Hector, Calif.
Helena, Mont.
Herndon, Va.
Hickory, N. C.
Hidden Hills INT: INT Las Vegas, Nev., 266°, Beatty, Nev., 142° radials.
Hill City, Kans.
Hinch Mountain, Tenn. 4/30/70 35 F. R. 4256 (Added)
Hobart, Okla.
Hobbs, N. Mex.
Hoquiam, Wash.
Holston Mountain, Tenn.
Hot Springs, Ark.
Houghton, Mich.
Houlton, Maine
Houston, Tex.
Hudspeth, Tex.
Huntsville, Ala.
Huron, S. Dak.
Hutchinson, Kans.
Ilwaco INT: INT Astoria, Oreg., 309° and Hoquiam, Wash., 182° radials.
Imperial, Calif.
Indianapolis, Ind.
International Falls, Minn.
Jacks Creek, Tenn.
Jackson, Mich.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Julian, Calif.
Junction, Tex.
Kansas City, Mo.
Keating, Pa.
Keeler, Mich.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Key West, Fla., RBN
Kingston, N. Y.
Kinston, N. C.
Kirksville, Mo.
Klamath Falls, Oreg.
Knoxville, Tenn.
Kokomo, Ind.
Kremmling, Colo.
LaBelle, Fla.
Lafayette, Ind.
Lafayette, La.
Lake Charles, La.
Lake Henry, Pa.
Lake Hughes, Calif.
Lakeland, Fla.
Lamar, Colo.
Lamoni, Iowa
Lancaster, Pa.
Lansing, Mich.
Laramie, Wyo.
Laredo, Tex.
Las Vegas, Nev.
Lawrenceville, Va.
Leona, Tex.
Leslie INT: INT Salem, Mich., 273°, Lansing, Mich., 159° radials.
Lewis, Ind.
Lewistown, Mont.
Lexington, Ky.
Liberal, Kans.
Liberty, N. C.
Linden, Calif.
Linden, Va.
Litchfield, Mich.
Little Rock, Ark.
Livingston, Mont.
Llano, Tex.
Lometa, Tex.
London, Ky.

Lone Rock, Wis.
Los Angeles, Calif.
Los Banos, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah
Lufkin, Tex.
Lynchburg, Va.
Macon, Ga.
Malad City, Idaho
Malden, Mo.
Mansfield, Ohio
Maples, Mo.
Marianna, Fla.
Marion, Ill.
Martinsburg, W. Va.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho
McComb, Miss.
McCook, Nebr.
Medford, Oreg.
Medicine Bow, Wyo.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine
Millston INT: INT Eau Claire, Wis., 134° and Nodine, Minn., 055° radials.
Milton, Pa.
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mobile, Ala.
Modena, Pa.
Moline, Ill.
Monroe, La.
Monroeville, Ala.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mullan Pass, Idaho
Muncie, Ind.
Muscle Shoals, Ala.
Muskegon, Mich.
Myrtle Beach, S. C.
Nabb, Ind.
Nantucket, Mass.
Naperville, Ill.
Nashville, Tenn.
Needles, Calif.
Neola, Iowa
Neosho, Mo.
Newcombe, Ky.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norris INT: INT Modena, Pa., 250°, Lancaster, Pa., 178° radials.
North Bend, Oreg.
Northbrook, Ill.
North Platte, Nebr.
Nottingham, Md.
Oakland, Calif.
Ocala, Fla.
Oceanside, Calif.
Ogden, Utah
Oklahoma City, Okla.
Omaha, Nebr.

O'Neill, Nebr.
Ontario, Calif.
Orlando, Fla.
Oshkosh, Wis.
Oswego, Kans.
Ottumwa, Iowa
Paducah, Ky.
Pahokee, Fla.
Palacios, Tex.
Palm Beach, Fla.
Palmdale, Calif.
Palm Springs, Calif.
Parker, Calif.
Parkersburg, W. Va.
Paso Robles, Calif.
Patuxent, Md.
Pawling, N. Y.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pecos, Tex.
Pellston, Mich.
Pembina, N. Dak.
Pendleton, Oreg.
Peoria, Ill.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark.
Pioneer INT: INT Ft. Wayne, Ind., 039°, Waterville, Ohio, 288° radials.
Plainview, Tex.
Plattsburg, N. Y.
Pocatello, Idaho
Point Reyes, Calif.
Polo, Ill.
Pomona, Calif.
Ponca City, Okla.
Pontiac, Ill.
Porterville, Calif.
Portland, Fla. RBN
Portland, Oreg.
Prescott, Ariz.
Presque Isle, Maine
Priest, Calif.
Princeton, Maine
Providence, R. I.
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Quincy, Ill.
Quitman, Tex.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Ravine, Pa.
Raymond, Nebr.
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.
Rex, Ga.
Rhinelander, Wis.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rockford, Ill.
Rock Springs, Wyo.
Rocky Mount, N. C.
Rome, Oreg.
Rosewood, Ohio
Roswell, N. Mex.
Sacramento, Calif.
Saginaw, Mich.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.

Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.
Salt Lake City, Utah
Samsville, Ill.
San Angelo, Tex.
San Antonio, Tex.
San Luis Obispo, Calif.
San Simon, Ariz.
Santa Barbara, Calif.
Santa Fe, N. Mex.
Saufley, Fla.
Sault Ste. Marie, Mich.
Savannah, Ga.
Saybrook INT: INT Carmel, N. Y., 093°, Riverhead, N. Y., 046° radials.
Sayre, Okla.
Scipio INT: INT Syracuse, N. Y., 210° and Georgetown, N. Y., 273° radials.
Scottsbluff, Nebr.
Sea Isle, N. J.
Seal Beach, Calif.
Seattle, Wash.
Selinsgrove, Pa.
Shelbyville, Ind.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Snow Hill, Md.
Sod House, Nev.
South Bend, Ind.
South Boston, Va.
Spokane, Wash.
Springfield, Mo.
Stacy INT: INT Blackford, Va., 009°, Bluefield, W. Va., 267° radials.
Stansbury INT: INT Salt Lake City, Utah, 265°, Ogden Utah, 212° radials.
Stevens Point, Wis.
Stockton, Calif.
Sugarloaf Mountain, N. C. 4/30/70 35 F. R. 4257 (Added)
Sulphur Springs, Tex.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
The Dalles, Oreg.
Thermal, Calif.
Thurman, Colo.
Tidioute, Pa.
Tiverton, Ohio
Tobe, Colo.
Topeka, Kans.
Traverse City, Mich.
Troy, Ill.
Truth or Consequences, N. Mex.
Tuba City, Ariz.
Tucson, Ariz.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscola, Tex.
Tuskegee, Ala.
Twenty-Nine Palms, Calif.
Twin Falls, Nev.
Tyrone, Pa.
Ukiah, Calif.
Vance, S. C.
Vandalia, Ill.
Ventura, Calif.
Vero Beach, Fla.
Vichy, Mo.
Vienna, Ga.
Waco, Tex.
Walnut Ridge, Ark.
Waterloo, Iowa
Watertown, N. Y.
Watertown, S. Dak.
Waterville, Ohio
Waukon, Iowa

Wausau, Wis.
Waycross, Ga.
White Cloud, Mich.
Whitehall, Mont.
White Lake, La.
Whitesburg, Ky.
Wichita, Kans.
Wichita Falls, Tex.
Wilkes-Barre, Pa.
Williams, Calif.
Williamsport, Pa.
Wilmington, N. C.
Wink, Texas
Winslow, Ariz.
Wolbach, Nebr.
Woodside, Calif.
Woodstown, N. J.
Yakima, Wash.
York, Ky.
Youngstown, Ohio
Yuma, Ariz.
Zuni, N. Mex.

§ 71.207 Domestic High Altitude Reporting Points.

The reporting points listed below are designated at all altitudes from 18,000 feet MSL to Flight Level 450, inclusive.

Aberdeen, S. Dak.
Abilene, Tex.
Alamosa, Colo.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Atlanta, Ga.
Augusta, Ga.
Austin, Tex.
Bakersfield, Calif.
Bangor, Maine
Battle Mountain, Nev.
Beckley, W. Va.
Bellaire, Ohio
Billings, Mont.
Birmingham, Ala.
Biscayne Bay, Fla.
Blythe, Calif.
Boise, Idaho
Boston, Mass.
Boulder City, Nev.
Bowling Green, Ky.
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Carleton, Mich.
Casanova, Va.
Chardon, Ohio — 4/2/70 35 F. R. 6 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. 6/25/70 35 F.R. 7051
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Coaldale, Nev.
Columbia, S. C.
Coyle, N. J
Crazy Woman, Wyo.
Crestview, Fla.
Croaker INT: INT Norfolk, Va., 088° and Sea Isle, N. J., 146° radials.
Croaker DME INT: Norfolk, Va., VORTAC 088° radial, 154 nautical miles from Norfolk VORTAC.
Davey INT: INT Yarmouth, Nova Scotia, 230° and Bangor, Maine 152° radials.
Daytona Beach, Fla.

Delta, Utah
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dove Creek, Colo.
Dubois, Idaho
Duluth, Minn.
Dunkirk, N. Y. 4/2/70 35 F. R. 6 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff: 6/25/70 35 F. R. 7051
Dupree, S. Dak.
El Paso, Tex.
Evansville, Ind.
Falmouth, Ky.
Fargo, N. Dak.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, Ark.
Fort Stockton, Tex.
Flat Rock, Va.
Flint, Mich. 4/2/70 35 F. R. 6 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff: 6/25/70 35 F. R. 7051
Florence, S. C.
Fresno, Calif.
Front Royal, Va.
Gainesville, Fla.
Garden City, Kans.
Gila Bend, Ariz.
Goodland, Kansas
Gordonsville, Va.
Grand Junction, Colo.
Great Falls, Mont.
Greater Southwest, Tex.
Green Bay, Wis.
Greensboro, N. C.
Greenwood, Miss.
Hancock, N. Y.
Harrisburg, Pa.
Hector, Calif.
Herndon, Va.
Hill City, Kans.
Houston, Tex.
Indianapolis, Ind.
Iowa City, Iowa
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Y.
Joliet, Ill.
Kansas City, Mo.
Keating, Pa. 4/2/70 35 F. R. 6 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff: 6/25/70 35 F. R. 7051
Kennedy, N. Y.
Key West, Fla.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, N. Mex.
Lewistown, Mont.
Lincoln, Nebr.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Massena, N. Y.
Meeker, Colo.
McCall, Idaho
McComb, Miss.
Medford, Oreg.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Milford, Utah
Millinocket, Maine
Milwaukee, Wis.
Mineral Wells, Tex.
Minneapolis, Minn.

Mobile, Ala.
Montgomery, Ala.
Mullan Pass, Idaho
Nantucket, Mass.
Nashville, Tenn.
New Orleans, La.
Nodine, Minn.
Norfolk, Va.
Northbrook, Ill.
Oakland, Calif.
Oklahoma City, Okla.
O'Neill, Nebr.
Orlando, Fla.
Palm Beach, Fla.
Palmdale, Calif.
Parker, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Peck, Mich. 4/2/70 35 F. R. 2769 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff: 6/25/70 35 F. R. 7051
Pembina, N. Dak.
Pendleton, Oreg.
Philipsburg, Pa.
Phoenix, Ariz.
Plattsburgh, N. Y.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Putnam, Conn.
Raleigh-Durham, N. C.
Ramey AFB, P. R., RBN
Rapid City, S. Dak.
Red Bluff, Calif.
Reno, Nev.
Richmond, Va.
Robbinsville, N. J.
Rock Springs, Wyo.
Rome, Oreg.
Roswell, N. Mex.
Rosewood, Ohio
Sacramento, Calif.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salt Lake City, Utah
San Angelo, Tex.
San Antonio, Tex.
San Diego, Calif.
San Juan, P. R. RBN
San Simon, Ariz.
Sault Ste. Marie, Mich.
Savannah, Ga.
Scottsbluff, Nebr.
Seattle, Wash.
Shreveport, La.
Sidney, Nebr.
Sioux Falls, S. Dak.
South Bend, Ind. 4/2/70 35 F. R. 6 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. 6/25/70 35 F. R. 7051
Sparta, N. J. 4/2/70 35 F. R. 6 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. 6/25/70 35 F. R. 7051
Spartanburg, S. C.
Spokane, Wash.
Springfield, Mo.
Stockton, Calif.
Syracuse, N. Y.
Tallahassee, Fla.
Texarkana, Ark.
Tuba City, Ariz.
Tucson, Ariz.
Tulsa, Okla.
Tuna DME INT: Kennedy, N. Y., VORTAC 143° radial, 128 nautical miles from Kennedy VORTAC.
Vero Beach, Fla.
Waco, Tex.
Walnut Ridge, Ark.
Westminster, Md.
Whitehall, Mont.

Wichita, Kans.
Wilmington, N. C.
Wilson, Nev.
Wink, Tex.
Wolbach, Nebr.
Yuma, Ariz.

§ 71.209 Other domestic reporting points.
The reporting points listed below are designated at all altitudes.

Alaska INT: INT Ponce, P. R., 181°, St. Croix, P. R., 243° radials.

Albacore INT: INT 188° bearing Galveston, Tex., RBN, 102° bearing Corpus Christi, Tex., REN, at latitude 27°22' N., longitude 95°14' W.

Azalea INT: INT Charleston, S. C., 109°, Wilmington, N. C., 189° radials.

Azalea INT: INT 188° bearing Wilmington (Carolina Beach), N. C., RBN, 110° bearing Charleston, S. C., RBN.

Balboa INT: INT 219° bearing Marathon, Fla. RBN, with latitude 24°00'00" N.

Barracuda INT: INT 055° bearing Melbourne, Fla., RBN, 008° bearing Bimini, Bahamas, REN.

Bass INT: INT 133° bearing Weeksville, N. C., (Navy) RBN, W boundary New York Oceanic Control Area, at latitude 34°26' N., longitude 73°51' W.

Bimini, Bahamas, RBN.

Bonita INT: INT 208° bearing New Orleans, La., RBN and 109° bearing Galveston, Texas, REN, at latitude 28°15" N., longitude 91°27" W.

Brim INT: INT 227° Grand Isle, La., RBN, 107° bearing Galveston, Tex., REN at latitude 28°15" N., longitude 91°13' W.

Carp INT: INT direct line between Carolina Beach (Wilmington), N. C., RBN, Nassau, British West Indies, REN, 090° bearing Jacksonville, Fla., RBN.

Catfish INT: INT 220° Grand Isle, La., RBN, 106° bearing Galveston, Tex., REN, at latitude 28°15' N., longitude 90°58' W.

Cod INT: INT of Nantucket, Mass., CONSOLAN 089° True bearing and the W boundary of New York Oceanic Control Area at latitude 41°16'50" N., longitude 68°00'00" W.

Crab INT: INT Sarasota, Fla., 286°, Tallahassee, Fla., 187° radials.

Crab INT: INT 188° bearing Tallahassee, Fla., RBN, 284° bearing Egmont Key, Fla., RBN.

Croaker INT: INT of 073° bearing Weeksville, N. C., RBN, and the west boundary of New York Oceanic Control Area at latitude 36°57'20" N., longitude 73°00'00" W.

AMENDMENTS 5/26/70 35 F. R. 8212 (Changed)

Dolphin INT: INT 177° bearing Grand Isle, La., RBN, 102° bearing Galveston, Tex., REN, at latitude 28°15' N., longitude 90°02' W.

Ear Shell INT: INT 140° bearing Galveston, Tex., RBN, 254° bearing Grand Isle, La., REN, at latitude 28°15' N., longitude 93°56' W.

Fallfish INT: INT 153° bearing Grand Isle, La., RBN, 223° bearing Pensacola, Fla., REN, at latitude 28°15' N., longitude 89°34' W.

Florida INT: INT 149° bearing San Juan, P. R., RBN, St. Croix, P. R., 220° radial.

Gateway INT: INT 090° bearing Jacksonville, Fla., RBN, 188° bearing Wilmington (Carolina Beach), N. C., RBN.

Gateway Cedar INT: INT Hoquiam, Wash., 232° radial, E boundary Oakland Oceanic Control Area at latitude 45°30'35" N., longitude 126°43'10" W.

Gateway Hemlock INT: INT Newport, Oreg., 237° radial, E boundary Oakland Oceanic Control Area at Lat. 43° 19'20" N., Long. 126°40'45" W.

Gateway Pine INT: INT San Luis Obispo, Calif., 242° radial, east boundary Oakland Oceanic Control Area at latitude 34°12'42" N., longitude 123°03'20" W. 2/5/70 34 F. R. 19464 (Added)

Haddock INT: INT rhumb line Nantucket, Mass., consolan station (monitor site) to Kindley AFB, Bermuda, RBN, W boundary New York Oceanic Control Area at latitude 39°50'00" N., longitude 69°14'30" W.

Halibut INT: INT 008° bearing Bimini, Bahamas, RBN, 090° bearing Palm Beach, Fla., RBN.

Hawaii INT: INT Ramey AFB, P. R., 195°, Ponce, P. R., 235° radials.

Herring INT: INT Nantucket, Mass., 066° radial with longitude 67°47'30" W. (latitude 42°00'30" N., longitude 67°47'30" W.).

Idaho INT: INT Ramey AFB, P. R., 326° radials, Mona Island, P. R., RBN 012° bearing.

Ohio INT: INT Ramey AFB, P. R., 013°, San Juan, P. R., 333° radials.

Perch INT: INT Los Angeles, Calif., 264°, Ventura, Calif., 200° radials.
AMENDMENTS 1/7/71 35 F. R. 17031 (Changed)

Ramey AFB, P. R.

San Juan, P. R.

Sea Lion INT: INT 205° bearing Key West, Fla., RBN with latitude 24°00'00" N.

Shad INT: INT of Millville, N. J., RBN 135° bearing and west boundary New York Oceanic Control area at latitude 37°43' N., longitude 73°00' W.

Shad INT: INT of Sea Isle, N. J., 134° and Norfolk, Va., 071° radials.

Shad DME INT: Sea Isle, N. J., VORTAC 134° radial, 118 nautical miles from Sea Isle VORTAC.

Smelt INT: INT 110° bearing Charleston, S. C., RBN, W boundary New York Oceanic control area at latitude 31°58' N., longitude 77°00' W.

Tadpole INT: INT 187° bearing Marathon, Fla., RBN, with latitude 24°00'00" N.

Trout INT: INT 090° bearing Jacksonville, Fla., RBN, W boundary New York Oceanic Control area, at latitude 30°23' N., longitude 77°00" W.
PENDING AMENDMENT
Trout INT is amended by deleting "30°23'N.," and substituting "30°21' N.," therefor.
AMENDMENTS 12/10/70 35 F.R. 13363 (Changed) Corr: 35 F.R. 18039 Effective date changed to 3/4/71

Tuna INT: INT 137° bearing Newark, N. J., RBN, W boundary New York Oceanic Control Area, at latitude 38°55' N., longitude 72°07' W.

Utah INT: INT San Juan, P.R., 314°, Ramey, P.R., 354° radials, at latitude 19°35' N., longitude 67°15' W. is added.

Vermont INT: INT Ramey, P. R., 027°, San Juan, P. R., 351° radials.

Viperfish INT: INT 132° bearing Grand Isle, La., RBN, 214° bearing Pensacola, Fla., RBN, at latitude 28°14' N., longitude 88°51' W.

§ 71.211 Alaskan low altitude reporting points.

The reporting points listed below are designated up to but not including 18,000 feet MSL.

Adak, Alaska, RBN
Anchorage, Alaska
Anchorage, Alaska, RR
Aniak, Alaska, RBN
Annette Island, Alaska
Annette Island, Alaska, RR
Anvil INT: INT 006° bearing Kirilof Wharf, Alaska, RBN, 282° bearing Adak, Alaska, RBN.
AMENDMENTS 1/8/70 34 F. R. 17510 (Changed); Corr: 34 F.R. 19649
Bear Creek, Alaska, RBN 3/12/70 35 F. R. 4397 (Added)
Bethel, Alaska
Bethel, Alaska, RBN
Bettles, Alaska
Bettles, Alaska, RR
Big Delta, Alaska
Big Delta, Alaska, RR
Big Lake, Alaska
Big Mountain, Alaska, RBN
Biorka Island, Alaska
Cape Sarichef, Alaska, RBN.
Carp INT: INT 314° bearing Sandspit, British Columbia, Canada, RR, southwest course Sitka, Alaska, RR.
Chandalar, Alaska, RBN.
Clam Gulch INT: Homer, Alaska, 294° Kenai, Alaska, 216° radials.
Coghlan Island, Alaska, RBN
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, Alaska, RR, 314° bearing Port Heiden, Alaska, RBN.
Deadhorse, Alaska, RBN. 8/20/70 35 F. R. 10655 (Added)
Dillingham, Alaska
East Cordova INT: INT E course Hinchinbrook, Alaska, RR, SE course Cordova, Alaska, RR.
Fairbanks, Alaska
Fairbanks, Alaska, RR
Farewell, Alaska, RR
Fluke INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska
Fort Yukon, Alaska, RBN
Galena, Alaska
Galena, Alaska, RBN
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Granite INT: INT 118° bearing Homer, Alaska, RR, NW boundary Anchorage Oceanic Control Area, at latitude 58°43' N., longitude 148°14' W.
Gulkana, Alaska
Gulkana, Alaska, RR
Gustavus, Alaska, RR
Haines, Alaska, RBN
Halibut INT: INT 314° bearing Sandspit, British Columbia, Canada, RR, southwest course Annette Island, Alaska,
Harbor Point INT: INT 273° bearing Cape Spencer, Alaska, RBN, southeast course Yakutat, Alaska, RR.
AMENDMENTS 9/17/70 35 F. R. 12198 (Added)
Hazy Island INT: INT 127° bearing Sitka, Alaska, RR, southwest course Petersburg, Alaska, RR.
AMENDMENTS 9/17/70 35 F. R. 12198 (Added)
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Hinchinbrook, Alaska, RR
Homer, Alaska
Homer, Alaska, RR
Iliamna, Alaska, RBN
Johnstone Point, Alaska
Kenai, Alaska
Kenai, Alaska, RR
King Salmon, Alaska
King Salmon, Alaska, RR
Kirilof Wharf, Alaska, RBN. 1/8/70 34 F. R. 17510 (Added)
Kodiak, Alaska
Kodiak, Alaska, RR
Kotzebue, Alaska
Kotzebue, Alaska, RBN
Level Island, Alaska
Marble INT: INT Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W.
Marlin INT: INT 041° bearing Cold Bay, Alaska, RR, 313° bearing Port Moller, Alaska, RBN.
McGrath, Alaska
McGrath, Alaska, RR
Middleton Island, Alaska
Middleton Island, Alaska, RBN
Minchumina, Alaska, RR

Mordvinoff INT: INT 255° bearing Cold Bay, Alaska, RR, 344° bearing Cape Sarichef, Alaska, RBN.
Moses Point, Alaska
Moses Point, Alaska, RR
Muzon INT: Annette Island, Alaska 236°, and Sandspit, British Columbia, Canada, 331° radials.
Muzon LF INT: INT 331° bearing Sandspit, British Columbia, Canada, RR, southwest course Annette Island, Alaska, RR.

AMENDMENTS 9/17/70 35 F. R. 12198 (Added)

Nenabank INT: INT west course Fairbanks, Alaska, RR, northwest course Nenana, Alaska, RR.
Nenana, Alaska
Nenana, Alaska, RR
Nikolski, Alaska, RBN.
Nome, Alaska
Nome, Alaska, RR
Northway, Alaska
Northway, Alaska, RR
Petersburg, Alaska, RR
Porpoise INT: INT 122° bearing Middleton Island, Alaska, RBN, southwest course Yakutat, Alaska, RR.
Port Alexander INT: INT 148° bearing Sitka, Alaska, RR, southwest course Petersburg, Alaska, RR.

AMENDMENTS 9/17/70 35 F. R. 12198 (Rewritten)

Puntilla Lake, Alaska, RBN
Sagwon, Alaska, RBN
Shemya, Alaska, RBN
Shrimp INT: INT 122° bearing Middleton Island, Alaska, RBN southwest course Gustavus, Alaska, RR.
Sisters Island, Alaska
Sisters Island, Alaska, RBN
Sitka, Alaska, RR
Skilak INT: INT Anchorage, Alaska, 198°, Homer, Alaska 027° radials.
Skwentna, Alaska, RR
Sparrevohn, Alaska, RBN.
Summit, Alaska, RR
Talkeetna, Alaska, RBN
Tanana, Alaska
Umiat, Alaska, RBN
Unalakleet, Alaska
Unalakleet, Alaska, RR
Wide Bay INT: INT 164° bearing King Salmon, Alaks, RR, 074° bearing Port Heiden, Alaska, RBN.
Yakutat, Alaska
Yakutat, Alaska, RR

§ 71.213 Alaskan high altitude reporting points.
The reporting points listed below are designated at 18,000 feet MSL to Flight Level 450.

Adak, Alaska, RBN
Anchorage, Alaska
Annette Island, Alaska
Anvil INT: INT 006° bearing Kirilof Wharf, Alaska, RBN, 282° bearing Adak, Alaska, RBN.

AMENDMENTS 1/8/70 34 F. R. 17510 (Changed); Corr: 34 F.R. 19649

Bethel, Alaska
Bettles, Alaska 4/2/70 35 F. R. 2583 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Big Lake, Alaska
Biorka Island, Alaska
Carp INT: INT 314° bearing Sandspit, British Columbia, Canada, RR, Biorka Island, Alaska, 207° radial.
Cold Bay, Alaska, RR
Crab INT: INT 227° bearing King Salmon, RR, 314° bearing Port Heiden, Alaska RBN.
Deadhorse, Alaska, RBN. 8/20/70 35 F. R. 10655 (Added)
Dillingham, Alaska
Fairbanks, Alaska
Fluke INT: INT 237° bearing Bethel, Alaska, RBN, 327° bearing Cape Newenham, Alaska, RBN.
Fort Yukon, Alaska
Galena, Alaska
Gar INT: INT 263° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Gulkana, Alaska.
Herring INT: INT 248° bearing King Salmon, Alaska, RR, 131° bearing Cape Newenham, Alaska, RBN.
Johnstone Point, Alaska
King Fish INT: INT Yakutat, Alaska, 213° radial and Hinchinbrook, Alaska, 118° bearing (lat. 58°45'N., long. 140°35' W.).
King Salmon, Alaska.
Kodiak, Alaska
Kotzebue, Alaska
Marble INT: INT of Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W.
McGrath, Alaska
Middleton Island, Alaska
Nenana, Alaska 4/2/70 35 F. R. 2583 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Nikolski, Alaska, RBN.
Nome, Alaska

Northway, Alaska
Point Barrow, Alaska, RBN (PBA) 4/2/70 35 F. R. 2583 (Added); Eff. date changed 4/30/70 35 F. R. 5465
Porpoise INT: INT 122°-bearing Middleton Island, Alaska, RBN, Yakutat, Alaska, 215° radial.
Prudhoe Bay, Alaska, RBN.
Sagwon, Alaska, RBN.
Saint Paul, Alaska, RBN.
Sisters Island, Alaska
Unalakleet, Alaska
Yakutat, Alaska.
Yakutat, Alaska, RR.

§ 71.215 Hawaiian reporting points.
The reporting points listed below are designated at all altitudes.

Bait INT: INT Hilo, Hawaii, 078° radial and the Honolulu FIR Oceanic CTA at lat. 20°00'42" N., long. 153° 33'16" W.
AMENDMENTS 1/7/71 35 F. R. 16468 (Added)

Breakers INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 130° radials.

Cod INT: INT Hilo, Hawaii, 356° radial and the Honolulu FIR/Oceanic CTA at lat. 21°26'17" N., long. 155° 08'30" W.
AMENDMENTS 1/7/71 35 F. R. 16468 (Added)

Cuttle INT: INT Upolu Point, Hawaii, 093° radial and the Honolulu FIR/Oceanic CTA at lat. 20°04'48" N., long. 153°37'46" W.
AMENDMENTS 1/7/71 35 F. R. 16468 (Added)

Dogwood INT: INT South Kauai, Hawaii, 271° radial, with longitude 161°20'00" W, at latitude 21°56'00" N.

Eel INT: INT Hilo, Hawaii, 099° radial and the Honolulu FIR/Oceanic CTA at lat. 19°27'35" N., long. 153° 18'22" W.
AMENDMENTS 1/7/71 35 F. R. 16468 (Added)

Firepit INT: INT Honolulu, Hawaii, 134° and Upolu Point 277° radials.

Frog INT: INT Molokai, Hawaii, 015° radial and the Honolulu FIR/Oceanic CTA at lat. 22°46'16" N., long. 156°41'58" W.
AMENDMENTS 1/7/71 35 F. R. 16468 (Added)

Hilo, Hawaii

Honolulu, Hawaii

Lanai, Hawaii

Lihue, Hawaii

Lobster INT: INT Maui, Hawaii, 086° radial and the Honolulu FIR/Oceanic CTA at lat. 21°00'34" N., long. 154°39'36" W.
AMENDMENTS 1/7/71 35 F. R. 16468 (Rewritten)

Makai INT: INT Honolulu, Hawaii, 179° and Molokai, Hawaii, 262° radials.

Maui, Hawaii

Molokai, Hawaii

Palmtree INT: INT Honolulu, Hawaii, 119° and Molokai, Hawaii, 262° radials.

Paradise INT: INT Hilo, Hawaii, 336°, Upolu Point, Hawaii 093° radials.
AMENDMENTS 1/7/71 35 F. R. 16468 (Changed)

Shark INT: INT of Koko Head, Hawaii, 050° Upolu Point, Hawaii, 355° radials, at latitude 22°31' N., longitude 156°05' W.

Snapper INT: INT Maui, Hawaii, 331° and Molokai, Hawaii, 091° radials.

South Honolulu INT; INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials, at latitude 19°43' N., longitude 158°00' W.

South Kauai, Hawaii

South Port Allen INT: INT Koko Head, Hawaii 254°, Lihue, Hawaii, 186° radials, at latitude 20°46' N., longitude 159°29' W.

Sunrise INT: INT Koko Head, Hawaii, 065°, Upolu Point, Hawaii, 002° radials, at latitude 22°06' N., longitude 155°46' W.

Swordfish INT: INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 195° radials, at latitude 21°18' N., longitude 159°32' W.

Tuna INT: INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials, at latitude 21°47' N., longitude 155°32' W.

Upolu, Hawaii

Vanda INT: INT South Kauai, Hawaii, 288° radial, with Long. 161°15'00" W, at latitude 22°24'00" N.

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.
1. Atlanta Airport (latitude 33°38'42" N., longitude 84°25'37" W.).
Boundaries. That airspace up to and including 8,000 feet MSL -

1. Area A. That airspace extending upward from the surface within a 7-mile radius of Atlanta Airport, and within 2 statute miles each side of the 268° radial of Rex VOR extending from the 7-mile radius to Rex VOR; excluding the Fulton County control zone and the airspace from 4,200 feet MSL to 6,000 feet MSL between the 179° radial of Fulton County VOR and a line 3 miles east of and parallel to the centerline of V-97;

2. Area B. That airspace extending upward from 2,500 feet MSL within the area on the east bounded by Area A, a line 4 miles north of and parallel to the extended centerline of runway 27R, a 12-mile arc of Atlanta Airport, and a line 3 miles east of and parallel to the centerline of V-97; and within the area on the west bounded by Area A, a line 4 miles south of and parallel to the extended centerline of Runway 9R, a 12-mile arc of Atlanta Airport, and a line 4 miles north of and parallel to the extended centerline of Runway 9L; excluding the Fulton County Control Zone;

3. Area C. That airspace extending upward from 3,500 feet MSL within the area on the east bounded by Area A, Area B, a line 1 mile south of and parallel to the 091° radial of Fulton County VOR, a 20-mile arc of Atlanta Airport, and a line 3 miles east of and parallel to the centerline of V-97; and within the area on the west bounded by Area A, Area B, a line 1 mile south of and parallel to the 271° and 091° radials of Fulton County VOR, a 20-mile arc of Atlanta Airport, a line 2 miles north of and parallel to the centerline of V-20 north, and the 179° radial of Fulton County VOR;

4. Area D. That airspace extending upward from 6,000 feet MSL within the area on the south bounded by Area A, Area B, and Area C and a 20-mile arc of Atlanta Airport; and the area on the north bounded by Area A, Area C, and a 20-mile arc of Atlanta Airport, excluding that area described as the Dobbins AFB control zone and the area north of the 260° radial of Norcross VOR east of the Dobbins AFB control zone.

AMENDMENTS 6/25/70 35 F. R. 7784 (Added); Corr: 35 F. R. 12836

DING AMENDMENT

Atlanta, Ga., Terminal Control Area

Primary Airport
Atlanta Airport (lat. 33°38'42" N., long. 84°25'37" W.)

Area A. That airspace extending upward from the surface to 8,000 feet MSL within a 7-mile radius of the Atlanta Airport including that area within lines drawn 2 statute miles each side of the 268° radial of the Rex VOR extending from the 7-mile radius circle to the Rex VOR, excluding the Fulton County control zone and excluding the airspace north of a line 4 miles north of and parallel to the extended centerline of Runways 9L/27R.

Area B. That airspace extending upward from 2,500 feet MSL to 8,000 feet MSL within a 12-mile radius of the Atlanta Airport, excluding Area A, the Fulton County control zone, and the airspace north of a line 4 miles north of and parallel to the extended centerline of Runways 9L/27R.

Area C. That airspace extending upward from 3,500 feet MSL to 8,000 feet MSL within a 20-mile radius of the Atlanta Airport, excluding Area A, Area B and the airspace north of a line 1 mile south of and parallel to the 271° and 091° radials of the Fulton County VOR.

Area D. That airspace extending upward from 6,000 feet MSL to 8,000 feet MSL north of the Atlanta Airport bounded on the east by a 20-mile radius arc from the Atlanta Airport, on the south by a line 1 mile south of and parallel to the 271° and 091° radials of Fulton County VOR, on the west by a 20-mile radius arc from the Atlanta Airport, and on the north by the southern boundary of the area described as the Dobbins AFB control zone and the 260° radial of Norcross VOR east of the Dobbins AFB control zone.

AMENDMENTS 2/4/71 35 F. R. 19103 (Rewritten)

Chicago, Ill., Terminal Control Area

Primary Airport
1. Chicago-O'Hare International Airport (latitude 41°59'10" N., longitude 87°54'28" W.)
Boundaries. That airspace up to and including 7,000 feet MSL -

1. Area A. That airspace extending upward from the surface within the Chicago, Ill. (O'Hare International Airport), control zone, including that airspace within 2 miles northwest of the centerline of Runway 4 extended and 2 miles southeast of the centerline of the proposed Runway 4R extended, extending from the 5-mile radius control zone to 2 miles southwest of the Pine Outer Marker.

2. Area B. That airspace extending upward from 1,900 feet MSL within a 10.5-mile radius arc of Chicago O'Hare International Airport, excluding Area A and that area bounded on the southeast by a line 2 miles northwest of and parallel to the centerline extended of Runway 22, on the south and southwest by the southwest boundary of Glenview, Ill., control zone, on the north by a 10.5-mile radius arc of the Chicago-O'Hare International Airport, and
excluding Area E described hereinafter.

3. Area C. That airspace extending upward from 3,000 feet MSL within a 20-mile radius arc of Chicago-O'Hare International Airport, excluding Areas A and B, previously described, Areas D and E, described hereinafter, and that airspace within a 1.5-mile radius of Clow Airport (latitude 41°41'40" N., longitude 88°07'38" W.).

4. Area D. That airspace extending upward from 4,000 feet MSL north of Chicago bounded on the south by the 093° and 274° radials of the Northbrook VOR, on the west by a line 3 miles northeast of and parallel to the centerline extended of Runway 14L, and on the north by the 20-mile radius arc of the Chicago-O'Hare International Airport. That area southeast of Chicago between the 10.5-mile and 20-mile radius arcs of the Chicago-O'Hare International Airport and bounded
on the north by a line 3 miles south of and parallel to the extended centerline of Runway 27R, and on the southwest by a line 3 miles northeast of and parallel to the extended centerline of Runway 32R.

5. Area E. That airspace northeast of Chicago extending upward from 2,500 feet MSL bounded on the northeast by a 10.5-mile radius arc of Chicago-O'Hare International Airport, on the south by the extended-center-line of Runway 9/27 at NAS Glenview and on the northwest by a line 2 miles northwest of and parallel to the extended centerline of Runway 22 at Chicago-O'Hare International Airport.

AMENDMENTS 7/23/70 35 F. R. 8880 (Added); Corr: 35 F. R. 10202; Eff. date changed: 8/20/70 35 F.R. 11231

Washington, D. C., Terminal Control Area

Primary Airports
1. Washington National Airport (latitude 38°51'05" N., longitude 77°02'20" W.).
2. Andrews AFB (latitude 38°48'40" N., longitude 76°52'05" W.).
Boundaries: That airspace up to and including 8,000 feet MSL -

1. Area A. That airspace extending upward from the surface to and including 3,000 feet MSL and that airspace extending upward from 5,000 feet MSL within a 5-mile radius of the Washington, D. C., VOR and within a 5-mile radius of the Andrews, Md., VORTAC, including that airspace within 2 miles each side of the Washington National Airport ILS localizer south course extending from the 5-mile radius circle of the Washington VORTAC to the Washington National ILS outer marker, and including the additional airspace within a 7-mile radius of the Washington VOR bounded on the north by a line running through the point of intersection of a 7-mile radius arc from the Washington VOR and the Herndon VOR 126° radial and lat. 38°51'00" N., long. 77°06'10" W., and on the south by the Washington VOR 203° radial; and including the additional airspace within a 7-mile radius of the Andrews VORTAC, bounded on the north by the Andrews VORTAC 060° radial and on the southwest by a line 3 miles east of and parallel to the Andrews VORTAC 180° radial, excluding the airspace bounded on the north by latitude 38°45'50" N., on the east by longitude 76°54'25" W. and on the southwest by an arc 5 miles in radius from the Andrews VORTAC; and excluding that airspace below 1,500 feet MSL between arcs 5 miles and 7 miles in radius from the Andrews VORTAC bounded on the north by the Andrews VORTAC 060° radial and on the southwest by a line 3 miles east of and parallel to the Andrews VORTAC 180° radial; and that airspace bounded by a line beginning at latitude 38°50'20" N., longitude 77°05'40" W.; to latitude 38°47'26" N., longitude 77°09'15" W.; thence along an arc 7 miles in radius from the Washington VOR to the Herndon VOR 126° radial, thence to lat. 38°51'00" N., long. 77°06'10" W.; thence to the point of beginning; and excluding Prohibited Area P-56.

2. Area B. That airspace extending upward from 1,500 feet MSL north of Andrews AFB bounded on the southeast by the Andrews VORTAC 060° radial, on the south by Area "A", on the west by the Washington VOR 043° radial and a line 2 miles west of and parallel to the Andrews VORTAC 360° radial, and on the north by a 10-mile radius arc from the Andrews VORTAC. That area south of Washington bounded on the north by Area A, on the east by a line 3 miles east of and parallel to the Andrews VORTAC 180° radial, on the south by a line passing through geographic points latitude 38°39'10" N., longitude 76°47'45" W.; and latitude 38°41'25" N., longitude 77°07'20" W.; and on the west by the Washington VOR 203° radial. That area northwest of Washington bounded on the east by the Washington VOR 351° radial, on the southeast by Area "A", on the southwest by the Herndon VORTAC 126° radial, and on the northwest by a 10-mile radius arc from the Washington VOR.

3. Area C. That airspace extending upward from 2,500 feet MSL south of Washington bounded on the north by Area B, on the east by a line 3 miles east of and parallel to the Andrews VORTAC 180° radial, on the south by a line passing through geographic points latitude 38°33'50" N., longitude 76°47'30" W.; and latitude 38°36'30" N., longitude 77°09'45" W.; and on the west by the Washington VOR 203° radial. That area northwest of Washington bounded on the east by the Washington VOR 351° radial, on the southeast by a 10-mile radius arc from the Washington VOR, on the southwest by the Herndon VORTAC 126° radial and on the northwest by a 15-mile radius arc from the Washington VOR. That area north of Andrews AFB bounded on the southeast by the Andrews VORTAC 060° radial, on the south by a 10-mile radius arc from the Andrews VORTAC, and on the west by a line extending 2 miles west of and parallel to the Andrews VORTAC 360° radial, and on the northeast by a 15-mile radius arc from the Andrews VORTAC.

4. Area D. That airspace extending upward from 4,000 feet MSL south of Washington bounded on the north by Area C, on the east by a line 3 miles east of and parallel to the Andrews VORTAC 180° radial, on the south by a 20-mile radius arc from the Andrews VORTAC and a 20-mile radius arc from the Washington VOR, and on the west by the Washington VOR 203° radial. That area northwest of Washington bounded on the east by the Washington VOR 351° radial, on the southeast by a 15-mile radius arc from the Washington VOR, on the southwest by the Herndon VORTAC 126° radial, and on the northwest by a 20-mile radius arc from Washington VOR. That area north of Andrews AFB bounded on the southeast by the Andrews VORTAC 060° radial, on the southwest by a 15-mile radius arc from Andrews VORTAC, on the west by a line 2 miles west of and parallel to the Andrews VORTAC 360° radial, and on the northeast by a 20-mile radius arc from the Washington VOR and a 20-mile radius arc from the Andrews VORTAC.

5. Area E. That airspace extending upward from 5,000 feet MSL southeast of Andrews AFB bounded on the southeast by a 20-mile radius arc from the Andrews VORTAC, on the west by a line 3 miles E of and parallel to the Andrews VORTAC 180° radial, and a 7-mile radius arc from the Andrews VORTAC, and on the northwest by the Andrews VORTAC 060° radial. That area southwest of Washington bounded on the southeast by the Washington VOR 203° radial, on the southwest by a 20-mile radius arc from the Washington VOR, on the northeast by the Herndon VORTAC 126° radial and a 7-mile radius arc from the Washington VOR. That area north of Washington bounded on the east by a line 2 miles west of and parallel to the Andrews VORTAC 360° radial and the Washington VOR 043° radial, on the south by a 5-mile radius arc from the Washington VOR, on the west by the Washington VOR 351° radial, and on the north by a 20-mile radius arc from the Washington VOR.

AMENDMENTS 7/23/70 35 F. R. 8738 (Added); Corr; 35 F. R. 10202; Eff. date changed: 8/20/70 35 F.R. 11231 Corr: 35 F. R. 13363
Suspended Indefinitely 8/25/70 35 F. R. 13513

PART 73

SPECIAL USE AIRSPACE

SUBPART A -- GENERAL

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73.3 Special use airspace.
73.5 Bearings; radials; miles.

SUBPART B -- RESTRICTED AREAS

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73.48 Nevada.
73.49 New Hampshire.
73.50 New Jersey.
73.51 New Mexico.
73.52 New York.
73.53 North Carolina.
73.54 North Dakota.
73.55 Ohio.
73.56 Oklahoma.
73.57 Oregon.
73.58 Pennsylvania.
73.59 Rhode Island.
73.60 South Carolina.
73.61 South Dakota.
73.62 Tennessee.
73.63 Texas
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SUBPART C -- PROHIBITED AREAS

73.81 Applicability.
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73.85 Using agency.
DESCRIPTIONS OF DESIGNATED PROHIBITED AREAS
73.87 P-56, District of Columbia.

Subpart A — General

§ 73.1 Applicability.

The airspace that is described in Subpart B and Subpart C of this part is designated as special use airspace. These parts prescribe the requirements for the use of that airspace.

§ 73.3 Special use airspace.

(a) Special use airspace consists of airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.
(b) The vertical limits of special use airspace are measured by designated altitude floors and ceilings expressed as flight levels or as feet above mean sea level.
(c) The horizontal limits of special use airspace are measured by boundaries described by geographic coordinates or other appropriate references that clearly define their perimeter.
(d) The period of time during which a designation of special use airspace is in effect is stated in the designation.

§ 73.5 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.
(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

Subpart B — Restricted Areas

§ 73.11 Applicability.

This subpart designates restricted areas and prescribes limitations on the operation of aircraft within them.

§ 73.13 Restrictions.

No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation, unless he has the advance permission of
(a) The using agency described in § 73.15; or
(b) The controlling agency described in § 73.17.

§ 73.15 Using agency.

(a) For the purposes of this subpart, the following are using agencies:
(1) The agency, organization, or military command whose activity within a restricted area necessitated the area being so designated.
(2) In the case of a Restricted Area/Military Climb Corridor that does not have a designated controlling agency, the Military Air Traffic Control facility that may be contacted for permission for transit through the climb corridor.
(b) Upon the request of the FAA, the using agency shall execute a letter establishing procedures for joint use of a restricted area by the using agency and the controlling agency, under which the using agency would notify the controlling agency whenever the controlling agency may grant permission for transit through the restricted area in accordance with the terms of the letter.
(c) The using agency shall —
(1) Schedule activities within the restricted area;
(2) Authorize transit through, or flight within, the restricted area as feasible; and
(3) Contain within the restricted area all activities conducted therein in accordance with the purpose for which it was designated.

§ 73.17 Controlling agency.

For the purposes of this part, the controlling agency is the FAA facility that may authorize transit through or flight within a restricted area in accordance with a joint-use letter issued under § 73.15.

§ 73.19 Reports by using agency.

(a) Each suing agency shall report once a year, in duplicate, to the Director, Air Traffic Service, Federal Aviation Agency, Washington 25, D. C., on each restricted area for which it is the using agency. The report must reach the Director not later than January 31 and shall cover the 12-month period ending with the preceding September 30.

(b) In its report under this section the using agency shall --

(1) State the name and number of the restricted area as published in this part;

(2) State the period covered by the report;

(3) List in detail the activities carried on in the area by all organizations using it for the restricted area purposes;

(4) State the time that daily operations are normally scheduled to begin and end;

(5) State the average number of hours the area is actually used each day, and in addition, for a restricted area used for aircraft operations the total number of aircraft hours of actual use during the reporting period;

(6) State the number of days each week, weeks each month, and months each year (as appropriate) that the area is used for actual operations;

(7) State whether or not radar is used during operations;

(8) State the number and type of aircraft, if any, normally involved in the activities for which the area was restricted;

(9) List the altitudes used in daily operations of aircraft, including for each activity the altitudes used and the number of hours at each of those altitudes;

(10) Include a chart of the area (of optional scale and design) showing --

(i) The approximate location, and the representative pattern (if any), for firing runs (if any), for bombing runs (if any), the place where runs begin, where firing (if any), begins and ends, and the release point pullup point; and

(ii) The location of impact areas, if any;

(11) State the maximum ordinate of surface firing (expressed in feet, mean sea level altitude) used for required operations;

(12) State the daily number of hours or nimutes, or both, that the maximum ordinate altitudes are normally used in surface to surface firing operations;

(13) List the altitudes normally used for daily surface to surface firing operations;

(14) Include a chart of the area (of optional scale and design) showing --

(i) The location of firing points and impact areas, if any; and

(ii) The perimeter of the firing fan for each weapon used, if any; and

(15) Include a brief statement of any other pertinent facts concerning the current use of the restricted area and requirements for future use of the area or part of it.

(c) This section does not apply to restricted areas established for climb corridors.

Subpart C -- Prohibited Areas

§ 73.81 Applicability.

This subpart designates prohibited areas and prescribes limitations on the operation of aircraft therein.

§ 73.83 Restrictions.

No person may operate an aircraft within a prohibited area unless authorization has been granted by the using agency.

§ 73.85 Using agency.

For the purpose of this subpart, the using agency is the agency, organization or military command that established the requirements for the prohibited area.

Note: Sections 73.87 through 73.99 are reserved for descriptions of designated prohibited areas.

§ 73.21 Alabama

R-2101 Anniston Army Depot, Ala.
Boundaries. Beginning at latitude 33°41'20" N., longitude 86°00'30" W.; to latitude 33°41'20" N., longitude 85°59'00" W.; to latitude 33°40'30" N., longitude 85°59'00" W.; to latitude 33°39'40" N., longitude 85°59'50" W.; to latitude 33°39'40" N., longitude 86°00'30" W.; to the point of beginning.
Designated altitude. Surface to 5,000 feet MSL.
Time of designation. From 0700 to 1800 c.s.t., Monday through Saturday.
Using agency. Commanding Officer, Anniston Army Depot.

R-2102 Fort McClellan, Ala.
Boundaries: Beginning at latitude 33°45'00" N., longitude 85°53'55" W.; to latitude 33°44'07" N., longitude 85°53'36" W.; to latitude 33°44'07" N., longitude 85°52'55" W.; to latitude 33°41'04" N., longitude 85°52'55" W.; to latitude 33°40'15" N., longitude 85°54'00" W.; to latitude 33°41'20" N., longitude 85°55'30" W.; to latitude 33°41'20" N., longitude 86°01'07" W.; to latitude 33°43'55" N., longitude 86°01'07" W.; to latitude 33°44'11" N., longitude 86°00'54" W.; to latitude 33°45'00" N., longitude 86°00'45" W.; to latitude 33°45'20" N., longitude 86°00'31" W.; to latitude 33°45'27" N., longitude 86°00'16" W.; to latitude 33°45'27" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°55'17" W.; to latitude 33°45'00" N., longitude 85°55'17" W.; to point of beginning.
Designated altitudes: Subarea A, surface to and including 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.

AMENDMENTS 5/28/70 35 F. R. 6047 (Changed)

R-2103 Fort Rucker, Ala.

Boundaries. A circular area with a radius of 4 miles centered at latitude 31°26'55" N., longitude 85°47'45" W.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

R-2104A Huntsville, Ala.
Boundaries. Beginning at latitude 34°39'30" N., longitude 86°37'40" W.; to latitude 34°33'58" N., longitude 86°37'50" W.; thence west along the Tennessee River to latitude 34°35'02" N., longitude 86°43'25" W.; to latitude 34°37'19" N., longitude 86°43'20" W.; to latitude 34°37'19" N., longitude 86°43'05" W.; to latitude 34°41'25" N., longitude 86°42'57" W.; to latitude 34°42'00" N., longitude 86°41'35" W.; to latitude 34°39'30" N., longitude 86°41'10" W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

R-2104B Huntsville, Ala.
Boundaries. Beginning at latitude 34°39'30" N., longitude 86°37'40" W.; to latitude 34°39'25" N., longitude 86°36'10" W.; to latitude 34°37'55" N., longitude 86°36'10" W.; to latitude 34°37'55" N., longitude 86°35'21" W.; to latitude 34°35'05" N., longitude 86°35'24" W.; thence west along the Tennessee River to latitude 34°33'58" N., longitude 86°37'50" W.; to the point of beginning.
Designated altitudes. Surface to 2,400 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

§ 73.22 Alaska

R-2202A Big Delta, Alaska
Boundaries. Beginning at latitude 64°14'45" N., longitude 146°43'15" W.; to latitude 63°56'17" N., longitude 145°49'30" W.; to latitude 63°54'20" N., longitude 145°50'20" W.; to latitude 63°50'30" N., longitude 145°50'00" W.; to latitude 63°43'00" N., longitude 145°54'01" W.; to latitude 63°42'15" N., longitude 146°13'26" W.; to latitude 63°44'00" N., longitude 146°30'00" W.; to latitude 63°50'50" N., longitude 146°47'30" W.; thence along the E bank of the East Fork and Little Delta Rivers to the point of beginning, excluding that airspace within R-2202B.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Fairbanks ARTC Center.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

R-2202B Big Delta, Alaska
Boundaries. Beginning at latitude 64°07'30" N., longitude 146°27'30" W.; to latitude 64°02'30" N., longitude 146°11'30" W.; to latitude 63°53'00" N., longitude 146°24'30" W.; to latitude 63°57'00" N., longitude 146°41'00" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska

R-2203A Eagle River, Alaska
Boundaries. Beginning at latitude 61°22'00" N., longitude 149°33'48" W.; thence southwesterly along the Alaska Railroad to latitude 61°17'20" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°36'15" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation: Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2203B Eagle River, Alaska
Boundaries. Beginning at latitude 61°29'00" N., longitude 149°33'48" W.; to latitude 61°22'00" N., longitude 149°33'48" W.; thence southwesterly along the Alaska Railroad to latitude 61°17'20" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°40'00" W.; to latitude 61°17'15" N., longitude 149°42'25" W.; to latitude 61°18'00" N., longitude 149°44'00" W.; to latitude 61°27'15" N., longitude 149°44'00" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation: Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.

R-2204 Shemya, Alaska.
Boundaries. Beginning at Lat. 52°44'48" N, Long. 174°07'06" E; to Lat. 52°43'42" N, Long. 174° 07'06" E; to Lat. 52°43'42" N, Long. 174°05'16" E; to Lat. 52°44'48" N, Long. 174°05'16" E; to the point of beginning.
Designated altitudes. Surface to 2,500 feet MSL.
Time of designation. Continuous.
Using agency. Commander, 5073rd Air Base Squadron, Shemya AFB, Alaska.

R-2205A Yukon, Alaska
Boundaries. Beginning at Lat. 64°45'30" N, Long. 146°47'20" W; Counterclockwise along the arc of a 25-mile radius circle centered at Lat. 64°50'13" N, Long. 147°36'46" W; to Lat. 64°46'12" N, Long. 146°46'40" W; to Lat. 64°46'10" N, Long. 146°11'15" W; to Lat. 64°35'18" N, Long. 146°11'15" W; to Lat. 64°33'24" N, Long. 146°18'30" W; to Lat. 64°33'25" N, Long. 146°25'00" W; to the point of beginning.
Designated altitudes. Surface to 21,000 feet MSL.
Time of Designation. Continuous 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. Federal Aviation Administration, Fairbanks ARTC Center.
Using agency. Commanding General, U. S. Army Alaska, Fort Richardson, Alaska.
AMENDMENTS 1/7/71 35 F. R. 19104 (Changed)

R-2205B Asa P. Gray Missile Range, Alaska
Boundaries. Beginning at latitude 65°22'35" N., longitude 143°31'54" W., to latitude 64°56'10" N., longitude 143°13'42" W., to latitude 64°36'50" N., longitude 146°11'15" W., to latitude 64°35'18" N., longitude 146° 11'15" W., to latitude 64°33'24" N., longitude 146°18'30" W., to latitude 64°33'25" N., longitude 146°25'00" W., to latitude 64°33'25" N., longitude 146°38'00" W., to latitude 64°36'45" N., longitude 146°50'00" W., thence clockwise via the arc of 4-nautical mile radius circle centered on: latitude 64°39'54" N., longitude 146°44'07" W., to latitude 64°43'02" N., longitude 146°50'00" W., thence to latitude 64°46'53" N., longitude 146°50'00" W., to latitude 64°55'36" N., longitude 145°48'00" W., thence to point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. January 7 to March 15 annually. Activation of area for actual firing periods by Notice to Airmen.
Controlling agency. Federal Aviation Administration, Fairbanks ARTC Center.
Using agency. Commanding General U. S. Army Alaska, Fort Richardson, Alaska.
AMENDMENTS 1/7/71 35 F. R. 19104 (Added)

R-2206 Clear, Alaska
Boundaries: Beginning at latitude 64°19'46" N., longitude 149°10'08" W.; to latitude 64°19'46" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°10'05" W ; thence north, 100 feet west of and parallel to the Alaskan railroad to the point of beginning.
Designated altitudes: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Using agency: Commander 13th Missile Warning Squadron, Clear, Alaska.

§ 73.23 Arizona

R-2301 Ajo, Arizona.

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°11'30" N, Long. 112° 56'45" W; to Lat. 32°11'30" N, Long. 113°05'30" W; to Lat. 31°58'00" N, Long. 113°05'30" W; along the United States-Mexican border to Lat. 32°23'45" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°28'30" W; to Lat. 32°30'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°31'00" W; to Lat. 32°35'00" N, Long. 114°28'30" W; to Lat. 32°39'40" N, Long. 114°28'30" W; to Lat. 32°40'45" N, Long. 114°18'29" W; along the Southern Pacific Railroad and U. S. Highway No. 80 to Lat. 32°44'15" N, Long. 113°41'05" W; to Lat. 32°45'50" N, Long. 113°34'30" W; to the point of beginning; excluding that airspace below 3,000 feet MSL, N of a line beginning at latitude 32°40'45" N., longitude 114°18'29" W.; to latitude 32°37'40" N., longitude 114°12'40" W.; to latitude 32°37'40" N., longitude 114°09'00" W.; to latitude 32°42'30" N., longitude 113°45'00" W.; to latitude 32°44'15" N., longitude 113°41'05" W.

Designated altitudes. Surface to flight level 800.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Albuquerque Center.

Using agency. Commander, Luke AFB, Arizona.

R-2302 Flagstaff, Arizona.

Boundaries. A circular area with a 6,600-foot radius centered at latitude 35°10'20" N., longitude 111°51'19" W.

Designated altitudes. Surface to 11,000 feet MSL.

Time of designation. 0800 to 2400 MST, Monday through Saturday.

Using agency. Commanding Officer, Navajo Ordance Depot, Flagstaff, Arizona.

R-2303A Fort Huachuca, 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: Commanding Officer, Fort Huachuca Support Command, Fort Huachuca, Ariz.

AMENDMENTS 4/2/70 35 F. R. 1221 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 5/15/70 35 F. R. 7553 (Changed)

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: Commanding Officer, Fort Huachuca Support Command, Fort Huachuca, Ariz.

AMENDMENTS 4/2/70 35 F. R. 1221 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 5/15/70 35 F. R. 7553 (Changed)

R-2304 Gila Bend, Arizona.

Boundaries. Beginning at latitude 32°38'30" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°43'30" W.; to latitude 32°49'00" N., longitude 112°39'00" W.; to the point of beginning.

Designated altitudes. Surface to flight level 240.

Time of designation: Sunrise to 2400 local time, Monday through Friday.

Controlling agency. Federal Aviation Administration, Albuquerque Center.

Using agency. Commander, Luke AFB, Arizona.

R-2305 Gila Bend, Arizona

Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°50'52" N, Long. 112° 42'53" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to Lat. 32°29'00" N, Long. 112°43'00" W; to Lat. 32°29'00" N, Long. 112°53'30" W; to the point of beginning.

Designated altitudes. Surface to flight level 240.

Time of designation. Sunrise to sunset.

Controlling agency: Federal Aviation Administration, Albuquerque Center.

Using agency. Commander, Luke AFB, Ariz.

R-2306A Yuma West, Ariz.
Boundaries: Beginning at latitude 33°00'00" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°34'00" W.; to latitude 33°15'00" N., longitude 114°34'37" W.; to latitude 33°15'00" N., longitude 114°15'00" W.; thence south along Highway 95 to latitude 33°00'00" N., longitude 114°17'20" W.; to point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding officer, Yuma Proving Ground, Yuma, Ariz.

R-2306B Yuma West, Ariz.
Boundaries: Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; thence south along Highway 95 to latitude 33°15'00" N., longitude 114°15'00" W.; to latitude 33°15'00" N., longitude 114°30'00" W.; to latitude 33°26'00" N., longitude 114°30'00" W.; to latitude 33°28'00" N., longitude 114°28'00" W.; to point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2306C Yuma West, Ariz.
Boundaries: Beginning at latitude 33°15'00" N., longitude 114°34'37" W.; to latitude 33°23'00" N., longitude 114°34'37" W.; to latitude 33°26'00" N., longitude 114°30'00" W.; to latitude 33°15'00" N., longitude 114°30'00" W.; to point of beginning.
Designated altitudes: Surface to 17,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2307 Yuma, Ariz.

Boundaries. Beginning at latitude 32°52'00" N., longitude 114°00'00" W.; to latitude 32°52'50" N., longitude 113°50'10" W.; to latitude 32°58'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°30'00" W.; thence along the west bank of the Colorado River to latitude 32°51'45" N., longitude 114°27'50" W.; to latitude 32°52'30" N., longitude 114°21'00" W.; to latitude 32°51'15" N., longitude 114°21'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2308A Yuma East, Ariz.
Boundaries: Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; to latitude 33°17'30" N., longitude 113°39'04" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°02'00" N., longitude 113°45'00" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°17'20" W.; thence north along Highway 95 to point of beginning.
Designated altitudes: 1,500 feet AGL to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2308B Yuma East, Ariz.
Boundaries: Beginning at latitude 33°02'00" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°39'04" W.; to latitude 33°02'00" N., longitude 113°39'04" W.; to point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

§ 73.24 Arkansas

R-2401 Fort Chaffee, Ark.

Boundaries. Beginning at latitude 35° 18' 32" N., longitude 94° 12' 02" W.; to latitude 35° 18' 06" N., longitude 94° 16' 04" W.; to latitude 35° 17' 15" N., longitude 94° 17' 30" W.; to latitude 35° 15' 59" N., longitude 94° 18' 33" W.; to latitude 35° 13' 36" N., longitude 94° 15' 10" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to point of beginning.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation: Continuous June 1 through August 31; and 0600 Saturday to 2400 c.s.t., Sunday, September 1 through May 31; other times following issuance of a NOTAM by the using agency at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

R-2402 Fort Chaffee, Ark.

Boundaries. Beginning at latitude 35° 17' 25" N., longitude 94° 12' 02" W.; to latitude 35° 13' 36" N., longitude 94° 11' 56" W.; to latitude 35° 13' 36" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 10' 32" W.; to latitude 35° 11' 05" N., longitude 94° 01' 29" W.; to latitude 35° 16' 56" N., longitude 94° 01' 33" W.; to latitude 35° 17' 36" N., longitude 94° 08' 00" W.; to latitude 35° 17' 09" N., longitude 94° 09' 55" W.; to point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation: Continuous June 1 through August 31; and 0600 Saturday to 2400 c.s.t., Sunday, September 1 through May 31; other times following issuance of a NOTAM by the using agency at least twenty-four (24) hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

R-2403 Little Rock, Ark.

Boundaries. Beginning at Lat. 34°57'00" N, Long. 92°15'00" W; to Lat. 34°52'00" N, Long. 92° 15'00" W; to Lat. 34°52'00" N, Long. 92°19'30" W; to Lat. 34°57'00" N, Long. 92°19'30" W; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of Designation. 0700 Saturday through 1700 Sunday, c.s.t.
Controlling agency. Federal Aviation Administration, Little Rock Approach Control.
Using agency. Adjutant General, State of Arkansas, Little Rock, Arkansas.

§ 73.25 California

R-2501N Bullion Mountains North, Calif.
Boundaries. Beginning at latitude 34°43'00" N., longitude 116°26'20" W.; to latitude 34°43'00" N., longitude 116°17'00" W.; to latitude 34°41'15" N., longitude 116°04'30" W.; to latitude 34°33'20" N., longitude 116°15'30" W.; to latitude 34°33'30" N., longitude 116°24'00" W.; to latitude 34°30'00" N., longitude 116°26'30" W.; to latitude 34°40'30" N., longitude 116°29'40" W.; to 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-2501C Bullion Mountains Central, Calif.

Boundaries. Beginning at latitude 34°33'30" N., longitude 116°24'00" W.; to latitude 34°33'20" N., longitude 116°15'30" W.; to latitude 34°26'30" N., longitude 116°24'30" W.; to latitude 34°30'00" 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. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

R-2501S Bullion Mountains South, Calif.

Boundaries: Beginning at latitude 34°33'20" N., longitude 116°15'30" W.; to latitude 34°28'00" N., longitude 116°09'40" W.; to latitude 34°27'30" N., longitude 116°04'10" W.; to latitude 34°18'25" N., longitude 115°58'20" W.; to latitude 34°14'00" N., longitude 115°59'00" W.; to latitude 34°14'00" N., longitude 116°17'00" W.; to latitude 34°26'30" N., longitude 116°24'30" W.; to 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-2501E Bullion Mountains East, Calif.

Boundaries. Beginning at latitude 34°41'15" N., longitude 116°04'30" W.; to latitude 34°41'00" N., longitude 116°03'00" W.; to latitude 34°35'30" N., longitude 115°58'00" W.; to latitude 34°33'00" N., longitude 115°47'00" W.; to latitude 34°25'00" N., longitude 115°47'00" W.; to latitude 34°25'00" N., longitude 115°44'00" W.; to latitude 34°14'00" N., longitude 115°44'00" W.; to latitude 34°14'00" N., longitude 115°59'00" W.; to latitude 34°18'25" N., longitude 115°58'20" W.; to latitude 34°27'30" N., longitude 116°04'10" W.; to latitude 34°28'00" N., longitude 116°09'40" W.; to latitude 34°33'20" N., longitude 116°15'30" W.; to 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.

AMENDMENTS 8/20/70 35 F. R. 10506 (Rewritten); Corr: 35 F. R. 11295

R-2502 Fort Irwin, Calif.

Boundaries. Beginning at Lat. 35°37'45" N, Long. 116°29'40" W; to Lat. 35°34'30" N, Long. 116° 29'40" W; to Lat. 35°34'30" N, Long. 116°23'30" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°10'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to Lat. 35°37'45" N, Long. 116°55'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding General, Fort Irwin, Calif.

R-2503 Camp Pendleton, Calif.

Boundaries. Beginning at latitude 33°24'23" N., longitude 117°15'15" W.; to latitude 33°18'00" N., longitude 117°16'08" W.; to latitude 33°17'30" N., longitude 117°16'40" W.; to latitude 33°18'20" N., longitude 117°21'48" W.; to latitude 33°27'48" N., longitude 117°33'15" W.; to latitude 33°30'13" N., longitude 117° 29'13" W.; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, El Toro Approach Control.
Using agency. Commanding General, Camp Pendleton, Calif.

R-2504 Camp Roberts, Calif.

Boundaries. Beginning at latitude 35° 42' 18" N., longitude 120° 47' 55" W.; to latitude 35° 42' 18" N., longitude 120° 47' 20" W.; to latitude 35° 42' 58" N., longitude 120° 45' 33" W.; to latitude 35° 46' 38" N., longitude 120° 44' 38" W.; to latitude 35° 47' 18" N., longitude 120° 44' 45" W.; to latitude 35° 47' 54" N., longitude 120° 45' 49" W.; to latitude 35° 49' 10" N., longitude 120° 45' 40" W.; to latitude 35° 51' 00" N., longitude 120° 46' 25" W.; to latitude 35° 51' 11" N., longitude 120° 47' 55" W.; to latitude 35° 48' 50" N., longitude 120° 49' 58" W.; to latitude 35° 46' 00" N., longitude 120° 49' 55" W.; to latitude 35° 44' 03" N., longitude 120° 48' 08" W.; to latitude 35° 43' 08" N., longitude 120° 49' 00" W.; to latitude 35° 42' 44" N., longitude 120° 48' 48" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0600 to 2400 P.s.t., daily.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

R-2505 China Lake, Calif.

Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117° 25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2506 China Lake South, Calif.

Boundaries. Beginning at latitude 35°37'30" N., longitude 117°41'20" W.; to latitude 35°28'00" N., longitude 117°40'50" W.; to latitude 35°28'00" N., longitude 117°47'00" W.; to latitude 35°37'30" N., longitude 117°47'30" W.; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2507 Chocolate Mountains, California

Boundaries. Beginning at latitude 33°32'40" N., longitude 115°33'50" W.; to latitude 33°31'30" N., longitude 115°32'00" W.; to latitude 33°31'15" N., longitude 115°26'45" W.; to latitude 33°29'00" N., longitude 115°20'00" W.; to latitude 33°25'50" N., longitude 115°14'30" W.; to latitude 33°24'15" N., longitude 115°17'00" W.; to latitude 33°21'40" N., longitude 115°12'00" W.; to latitude 33°22'50" N., longitude 115°09'58" W.; to latitude 33°08'45" N., longitude 114°56'40" W.; to latitude 33°01'00" N., longitude 115°06'00" W.; to latitude 33°21'30" N., longitude 115°32'55" W.; to latitude 33°23'40" N., longitude 115°33'20" W., to latitude 33°28'30" N.. longitude 115°42'10" W.; to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

R-2508 Complex, Calif.

Boundaries. Beginning at Lat. 37°12'00" N, Long. 117°20'00" W; to Lat. 35°34'00" N, Long. 116°23'00" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°03'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 34°51'30" N, Long. 118°05'45" W; to Lat. 34°56'00" N, Long. 118°21'00" W; Lat. 35°15'00" N, Long. 118°35'00" W; to Lat. 37°12'00" N, Long. 118°35'00" W; to the point of beginning.
Designated altitudes. 20,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2509 Cuddeback Dry Lake, Calif.

Boundaries. Beginning at Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, George AFB, Calif.

R-2510 El Centro, Calif.

Boundaries. Beginning at latitude 32°59'35" N., longitude 115°43'30" W.; to latitude 32°55'35" N., longitude 115°40'15" W.; to latitude 32°53'45" N., longitude 115°40'15" W.; thence counterclockwise along the arc of a 5-mile radius circle centered at latitude 32°49'20" N., longitude 115°40'15" W.; to latitude 32°50'05" N., longitude 115°45'20" W.; to latitude 32°50'05" N., longitude 115°55'00" W.; to latitude 32°55'50"N., longitude 115°55'00" W.; to latitude 33°01'20" N., longitude 116°02'15" W.; to latitude 33°06'35" N., longitude 115°56'50" W.; to latitude 33°06'35" N., longitude 115°51'12" W.; to point of beginning.
Designated altitudes. Surface to flight level 500.
Time of designation. Continuous, surface to 20,000 feet MSL; Sunrise to sunset, Monday through Friday, 20,000 feet MSL to flight level 500.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

R-2511 Fort Ord, California

Boundaries. Beginning at latitude 36° 37' 42" N., longitude 121° 48' 47" W.; to latitude 36° 38' 25" N., longitude 121° 46' 29" W.; thence counterclockwise around the arc of a 3-mile radius circle centered at latitude 36° 40' 55" N., longitude 121° 45' 41" W.; to latitude 36° 38' 43" N., longitude 121° 44' 00" W.; to latitude 36° 38' 08" N., longitude 121° 43' 20" W.; to latitude 36° 35' 45" N., longitude 121° 42' 42" W.; to latitude 36° 34' 45" N., longitude 121° 47' 24" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 36° 35' 30" N., longitude 121° 50' 30" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Monterey Approach Control
Using agency. Commanding General, Fort Ord, California.

R-2512 Holtville, Calif.

Boundaries. Beginning at Lat. 33°05'00" N, Long. 115°17'30" W; to Lat. 33°00'00" N, Long. 115°13'30" W; to Lat. 32°51'00" N, Long. 115°05'30" W; to Lat. 32°51'00" N, Long. 115°17'00" W; to Lat. 32°58'00" N, Long. 115°17'30" W; to Lat. 33°05'00" N, Long. 115°20'00" W; to the point of beginning.
Designated altitudes. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, U.S. Marine Corps Air Station, Yuma, Ariz.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

R-2513 Hunter-Liggett, Calif.

From latitude 36°03'43" N., longitude 121°22'38" W., to latitude 36°02'45" N., longitude 121°17'45" W., to latitude 35°59'18" N., longitude 121°13'30" W., to latitude 35°56'45" N., longitude 121°09'45" W., to latitude 35°55'20" N., longitude 121°05'45" W., to latitude 35°48'17" N., longitude 121°10'53" W., to latitude 35°51'02" N., longitude 121°16'15" W., to latitude 35°51'02" N., longitude 121°17'20" W., to latitude 35°58'10" N., longitude 121°23'40" W., to latitude 35°58'10" N., longitude 121°21'40" W., to latitude 36°02'12" N., longitude 121°24'40" W., to the point of beginning.
Designated altitudes. Surface to FL 240.
Time of designation. Continuous.
Controlling agency. FAA, Oakland ARTC Center.
Using agency. Commanding General, Fort Ord, Calif.

R-2515 Muroc Lake, Calif.
Boundaries. Beginning at Lat. 35°19'00" N, Long. 116°49'00" W; to Lat. 35°10'00" N, Long. 116° 49'00" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°06'30" N, Long. 116°58'40" W; to Lat. 34°53'30" N, Long. 117°11'50" W; to Lat. 34°50'20" N, Long. 117°32'00" W; to Lat. 34°48'30" N, Long. 117°32'00" W; to Lat. 34°48'00" N, Long. 117°35'00" W; to Lat. 34°48'00" N, Long. 118°01'00" W; to Lat. 34°49'40" N, Long. 118°05'45" W; to Lat. 35°01'00" N, Long. 118°05'45" W; to Lat. 35°27'40" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to Lat. 35°15'56" N, Long. 116°55'20" W; to Lat. 35°19'00" N, Long. 116°55'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Edwards AFB, Calif.

R-2516 Naval Missile Facility, Point Arguello, Calif.
Boundaries: Beginning at latitude 34°59'32" N., longitude 120°41'50" W.; to latitude 34°53'30" N., longitude 120°33'20" W.; to latitude 34°50'15" N., longitude 120°31'30" W.; to latitude 34°46'15" N., longitude 120°26'40" W.; to latitude 34°39'50" N., longitude 120°31'15" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°34'52" N., longitude 120°42'37" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes: Surface to unlimited.
Time of designation: Continuous.
Using agency: Commander, Air Force Western Test Range, Vandenberg AFB, Calif.

R-2517 Naval Missile Facility, Point Arguello, Calif.

Boundaries. Beginning at latitude 34°34'52" N., longitude 120°42'37" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°24'00" N., longitude 120°30'00" W.; thence three nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Commander, Air Force Western Test Range, Vandenburg AFB, Calif.

R-2518 Offshore of California.

Boundaries. A circular area with a 300-yard radius centered at Lat. 33°02'04" N, Long. 118°36'47" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. Sunrise to 2000 local time.
Using Agency. Officer in Charge, Fleet Air Control and Surveillance Facility, San Diego, Calif.

R-2519 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°04'15" N, Long. 119° 03'40" W; to Lat. 34°02'15" N, Long. 119°04'20" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 34°05'30" N, Long. 119°13'00" W; to Lat. 34°05'55" N, Long. 119°11'15" W; to Lat. 34°07'08" N, Long. 119°09'32" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

R-2520 Point Mugu, Calif.

Boundaries. Beginning at Lat. 34°08'30" N, Long. 119°06'10" W; to Lat. 34°07'00" N, Long. 119° 05'00" W; to Lat. 34°06'15" N, Long. 119°05'25" W; to Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°07'07" N, Long. 119°09'00" W; to Lat. 34°08'30" N, Long. 119°07'40" W; to the point of beginning.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

R-2521 Salton Sea, Calif.

Boundaries. Beginning at latitude 33°18'00" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°49'50" W.; to latitude 33°23'15" N., longitude 115°58'40" W.; to latitude 33°26'15" N., longitude 115°54'00" W.; to the point of beginning.
Designated altitudes: Surface to flight level 400 sunrise to sunset; surface to 4,000 feet MSL sunset to sunrise.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using Agency. Commanding Officer, Naval Air Facility, El Centro, Calif.

R-2524 Trona, Calif.

Boundaries. Beginning at Lat. 35°47'46" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 116° 55'20" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°16'52" W; to Lat. 35°47'46" N, Long. 117°16'52" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Ordnance Test Station, China Lake, Calif.

R-2525 Vernalis, Calif.

Boundaries. A 5-nautical mile radius circle centered at latitude 37°24'00" N., longitude 121°20'00" W.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

AMENDMENTS 12/22/70 35 F. R. 19348 (Changed)

R-2529 Fort Ord West, California

Boundaries. Beginning at latitude 36° 42' 00" N., longitude 121° 49' 45" W.; to latitude 36° 40' 45" N., longitude 121° 48' 22" W.; thence south along California State Highway No. 1 to latitude 36° 38' 05" N., longitude 121° 49' 55" W.; to latitude 36° 38' 15" N., longitude 121° 51' 45" W.; to the point of beginning.
Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Thirty minutes before sunrise to thirty minutes after sunset.
Controlling agency. Federal Aviation Administration, Monterey Approach Control.
Using agency. Commanding General, Fort Ord, California.

R-2530 Sierra Army Depot, Calif.

Boundaries. Beginning at latitude 40° 18' 21" N., longitude 120° 05' 06" W.; to latitude 40° 18' 21" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 05' 06" W.; to the point of beginning.
Designated altitudes. Surface to 8,600 feet MSL.
Time of designation. 0800 to 1800 p.s.t., Monday through Friday.
Using agency. Commanding Officer, Sierra Army Depot, Herlong, California.

R-2531 Tracy, Calif.

Boundaries. Beginning at latitude 37°40'34" N., longitude 121°33'42" W.; to latitude 37°40'45" N., longitude 121°31'29" W.; to latitude 37°39'28" N., longitude 121°30'28" W.; to latitude 37°38'50" N., longitude 121°31'05" W.; to latitude 37°39'03" N., longitude 121°34'03" W.; thence to the point of beginning.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. 1000 to 1800, local time, Monday through Friday.
Using agency. United States Atomic Energy Commission, San Francisco Operations Office.

R-2532 Blythe, Calif.
Boundaries: Beginning at latitude 33°30'30" N., longitude 115°00'00" W.; thence counterclockwise along the arc of an 18-mile radius circle centered on the Blythe, Calif., airport at latitude 33°37'15" N., longitude 114°43'00" W.; to latitude 33°23'50" N., longitude 114°53'00" W.; to latitude 33°03'45" N., longitude 114°56'40" W.; to latitude 33°22'50" N., longitude 115°09'58" W.; to latitude 33°21'40" N., longitude 115°12'00" W.; to latitude 33°24'15" N., longitude 115°17'00" W.; to latitude 33°25'50" N., longitude 115°14'30" W.; thence to point of beginning.
Time of designation. Sunrise to sunset, April 3, 1969, through April 3, 1971.
Designated altitudes: 100 feet AGL to 17,000 feet MSL.
Controlling agency: FAA, Los Angeles ARTC Center.
Using agency: MCAS, Yuma, Ariz.

R-2533 Oceanside, Calif.

Boundaries: Beginning at latitude 33°27'48" N., longitude 117°33'15" W.; thence to latitude 33°18'20" N., longitude 117°21'48" W.; thence to latitude 33°17'30" N., longitude 117°16'40" W.; thence to latitude 33°13'20" N., longitude 117°29'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 33°22'30" N., longitude 117°39'45" W.; thence to the point of beginning, excluding that airspace within the San Mateo Point Prohibited Area P-25.
Designated altitudes: Surface to 2,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, El Toro RATCC.
Using agency: Commanding General, Marine Corps Base (MCB), Camp Pendleton, Calif.

AMENDMENTS 11/28/70 35 F. R. 18193 (Changed)

R-2534A Point Arguello, Calif.

Boundaries: Beginning at latitude 34°38'35" N., longitude 120°31'20" W.; to latitude 34°35'45" N., longitude 120°28'10" W.; to latitude 34°36'20" N., longitude 120°27'20" W.; to latitude 34°30'00" N., longitude 120°15'30" W.; to latitude 34°25'10" N., longitude 120°15'30" W.; thence 3 miles from and parallel to the shoreline to latitude 34°24'40" N., longitude 120°19'10" W.; to point of beginning.
Designated altitudes: 500 feet above the surface to unlimited.
Time of designation: Continuous.
Controlling agency: FAA, ARTCC, Los Angeles, Calif.
Using agency: Commander, Air Force Western Test Range, Vandenberg AFB, Calif.

R-2534B Point Arguello, Calif.
Boundaries: Beginning at latitude 34°38'35" N., longitude 120°31'20" W.; to latitude 34°24'40" N., longitude 120°19'10" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to point of beginning.
Designated altitudes: 500 feet above the surface to unlimited.
Time of designation: Continuous.
Controlling agency: FAA, ARTCC, Los Angeles, Calif.
Using agency: Commander, Air Force Western Test Range, Vandenberg AFB, Calif.

§ 73.26 Colorado

R-2601A Fort Carson, Colo.

Boundaries: Beginning at latitude 38°43'38" N., longitude 104°45'50" W.; to latitude 38°40'53" N., longitude 104°45'35" W.; to latitude 38°42'04" N., longitude 104°49'34" W.; thence northeasterly along Colorado Highway No. 115 to latitude 38°43'12" N., longitude 104°49'07" W.; to latitude 38°42'58" N, longitude 104°48'30" W.; to latitude 38°43'43" N., longitude 104°46'20" W.; to the point of beginning.
Designated altitudes: Surface to 8,500 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Denver ARTC Center.
Using agency: Commanding General, Fort Carson, Colo.

R-2601B Fort Carson, Colo.
Boundaries: Beginning at latitude 38°40'53" N., longitude 104°45'35" W.; to latitude 38°32'06" N., longitude 104°45'00" W.; to latitude 38°32'06" N., longitude 104°49'18" W.; to latitude 38°36'20" N., longitude 104°52'00" W.; to latitude 38°39'00" N., longitude 104°52'00" W.; thence northeasterly along Colorado Highway No. 115 to latitude 38°42'04" N., longitude 104°49'34" W.; to the point of beginning.
Designated altitudes: Surface to 35,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Denver ARTC Center.
Using agency: Commanding General, Fort Carson, Colo.

R-2602 Fort Carson, Colo.
Boundaries: Beginning at latitude 38°39'00" N., longitude 104°52'00" W.; to latitude 38°36'20" N., longitude 104°52'00" W.; to latitude 38°32'06" N., longitude 104°49'18" W.; to latitude 38°32'06" N., longitude 104°45'00" W.; to latitude 38°26'10" N., longitude 104°45'00: W.; to latitude 38°26'10" N., longitude 104°57'13" W.; to latitude 38°32'38" N., longitude 104°57'13" W.; thence northeast along Colorado Highway No. 115 to point of beginning.
Designated altitudes: Surface to 35,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Denver ARTC Center.
Using agency: Commanding General, Fort Carson, Colo.

R-2604 Platteville, Colo.
Boundaries. A circle with a 2,000-foot radius centered at latitude 40°10'48" N., longitude 104°43'30" W.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. FAA, Flight Service Station, Denver, Colo.
Using agency. Environmental Science Services Administration Research Laboratories, Boulder, Colo.

§ 73.27 Connecticut

§ 73.28 Delaware

R-2801 Bethany Beach, Del.

Boundaries. Beginning at Lat. 38°31'15" N, Long. 75°03'10" W; to Lat. 38°33'45" N, Long. 74°59' 33" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 38°26'45" N, Long. 74°59' 15" W; to Lat. 38°29'03" N, Long. 75°03'00" W; to the point of beginning.
Designated altitudes. Surface to 23,500 feet m.s.l.
Time of designation: By NOTAM 48 hours in advance during the following periods: June 1 through September 30, 0800-2000 local time, Monday through Friday; October 1 through May 31, 0800-1600 local time, Saturdays and Sundays.
Controlling agency. Federal Aviation Administration, Salisbury, Md., Flight Service Station.
Using agency. Adjutant General, State of Delaware, Wilmington, Del.

§ 73.29 Florida

R-2901A Avon Park North, Fla.

Boundaries. Beginning at latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°52'55" N., longitude 81°24'20" W.; to latitude 27°55'00" N., longitude 81°17'55" W.; to latitude 27°44'45" N., longitude 81°14'05" W.; to point of beginning.
Designated altitudes: Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Fla.

R-2901B Avon Park South, Fla.

Boundaries. Beginning at latitude 27°34'50" N., longitude 81°09'30" W.; to latitude 27°26'10" N., longitude 81°01'05" W.; to latitude 27°22'35" N., longitude 81°05'15" W.; thence along Highway 98 to latitude 27°23'00" N., longitude 81°07'00" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to point of beginning.
Designated altitudes: Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Miami ARTC Center
Using agency. Commander, MacDill AFB, Florida.

R-2901C Avon Park West, Fla.

Boundaries. Beginning at latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°31'50" N., longitude 81°09'30" W.; to latitude 27°32'40" N., longitude 81°12'20" W.; to latitude 27°32'40" N., longitude 81°16'50" W.; to latitude 27°32'32" N., longitude 81°21'40" W.; thence North along Arbuckle Creek to Arbuckle Lake and along the East and North shore of Arbuckle Lake to latitude 27°43'10" N., longitude 81°25'20" W.; to latitude 27°44'50" N., longitude 81°25'20" W.; to latitude 27°44'45" N., longitude 81°21'25" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Fla.

R-2901D Avon Park East, Fla.
Boundaries. Beginning at latitude 27°44'45" N., longitude 81°10'20" W.; to latitude 27°37'00" N., longitude 81°06'50" W.; to latitude 27°35'30" N., longitude 81°08'15" W.; to latitude 27°44'45" N., longitude 81°11'40" W.; to point of beginning.
Designated altitude. Surface to 13,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, MacDill AFB, Fla.

R-2902A Cape Kennedy, Fla.
Boundaries: Beginning at latitude 28°41'40" N., longitude 80°35'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 28°24'30" N., longitude 80°30'30" W.; to latitude 28° 24'30" N., longitude 80°41'45" W.; to latitude 28°30'30" N., longitude 80°43'30" W.; to latitude 28°37'35" N., longitude 80°46'50" W.; to latitude 28°38'00" N., longitude 80°47'02" W.; to point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2902B Cape Kennedy, Fla.
Boundaries. Beginning at latitude 28°41'40" N., longitude 80°35'00" W.; to latitude 28°38'00" N., longitude 80°47'02" W.; to latitude 28°45'00" N., longitude 80°37'50" W.; to point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2903A Jacksonville, Fla.
Boundaries: Beginning at latitude 30°15'30" N., longitude 81°43'25" W.; clockwise along an arc of a circle 2½ nautical miles in radius centered at latitude 30°14'00" N., longitude 81°41'00" W.; to latitude 30°11'25" N., longitude 81°41'00" W.; to latitude 29°59'28" N., longitude 81°41'00" W.; to latitude 29°59'28" N., longitude 82°02'00" W.; to latitude 30°21'32" N., longitude 82°02'00" W.; to latitude 30°21'20" N., longitude 81°55'45" W.; to latitude 30°15'30" N., longitude 81°50'00" W.; to point of beginning.
Designated altitudes: Surface to and including 10,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903B Stevens Lake, Fla.
Boundaries: Within a 5 nautical mile radius of lat. 29°53'04" N., longitude 81°59'09" W., excluding the airspace bounded by lat. 29°53'45" N., long. 82°04'50" W.; lat. 29°52'35" N., long. 82°02'00" W.; lat. 29°50'27" N., long. 82°00'00" W.; lat. 29°48'30" N., long. 81°57'00" W.; with a southeast extension beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to the point of beginning; and a northeast extension beginning at lat. 29°59'50" N., long. 81°57'40" W.; to lat. 29°56'45" N., long. 81°53'15" W.; to lat. 29°55'30" N., long. 81°54'10" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to lat. 29°58'10" N., long. 81°59'10" W.; to point of beginning.
Designated altitudes: Within the circular area, surface to FL 230; within the southeast extension, surface to 7,000 feet MSL in the area beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to point of beginning. Surface to 5,000 feet MSL in the area beginning at lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°51'10" N., long. 81°51'00" W.; within the northeast extension, surface to 7,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2903C Putnam, Fla.

Boundaries: A circle with a 5 nautical mile radius centered at lat. 29°47'00" N., long. 81°41'00" W.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2906 Rodman, Fla.
Boundaries: A circle with a 5-nautical-mile radius centered at latitude 29°29'00" N., longitude 81°46'00" W.; excluding the area east of the east bank of the St. Johns River.
Designated altitudes: Surface to 14,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviaiton Administration, Jacksonville ARTC Center.
Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2907 Lake George, Fla.

Subarea A

Boundaries: Beginning at latitude 29°23'00" N., longitude 81°31'10" W.; to latitude 29°12'30" N., longitude 81°30'00" W.; to latitude 29°12'30" N., longitude 81°38'30" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°20'30" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°39'10" W.; thence [illegible] 5-nautical-mile arc centered at latitude 29°19'11" N., longitude 81°35'15" W.; to point of beginning.

Designated altitudes: Surface to FL 240.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander Fleet Air Jacksonville, NAS Jacksonville, Fla.

Subarea B

Boundaries: Beginning at latitude 29°20'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°51'50" W.; to latitude 29°20'05" N., longitude 81°51'50" W.; to point of beginning.

Designated altitudes: Surface to 9,000 feet MSL from a line of longitude 81°40'00" W., to a line of longitude 81°42'55" W.; surface to 6,000 feet MSL from a line of longitude 81°42'55" W., to a line of longitude 81°51'50" W.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2908 Pensacola, Fla.

Boundaries. Bounded on the N by the Alabama-Florida shoreline; on the E by a line extending from Lat. 30°15'00" N, Long, 87°41'00" W to Lat. 30°11'20" N, Long. 87°44'15" W; on the S by a line 3 nautical miles from and parallel to the Alabama-Florida shoreline; and on the W by Long. 88°01'30" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2909 Pensacola, Fla.

Boundaries. Bounded on the N by the Florida shoreline; on the E by Long. 86°48'00" W; on the S by a line 3 nautical miles from and parallel to the Florida shoreline; and on the W by a line extending from Lat. 30° 18'20" N, Long. 87°00'00" W to Lat. 30°21'15" N, Long. 87°00'50" W.

Designated altitudes. Surface to 12,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Chief, Naval Air Basic Training, Pensacola, Fla.

R-2910 Pinecastle, Fla.

Boundaries: A circle withi a 5-nautical mile radius centered at latitude 29°00'52" 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°52'50" N., longitude 81°33'45" W.; to latitude 29°03'05" N., longitude 81°47'00" W.

Designated altitudes: Surface to FL 240 within the 5-nautical mile radius. Surface to 9,000 feet MSL within the northwest extension. Surface to 9,000 feet MSL within the southeast extension from the circle to a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W. Surface to 6,000 feet MSL within that portion of the southeast extension that lies southeast of a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

R-2914 Valparaiso, Fla.

Boundaries: Beginning at latitude 30°43'15" N., longitude 86°25'00" W.; to latitude 30°43'45" N., longitude 86°10'30" W.; to latitude 30°41'00" N., longitude 86°05'10" W.; to latitude 30°24'00" N., longitude 85°56'00" W.; to latitude 30°11'00" N., longitude 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°15'00" N., longitude 86°06'15" W., to latitude 30°23'20" N., longitude 86°03'10" W.; to latitude 30°30'45" N., longitude 86°25'00" W.; to point of beginning, excluding that airspace 5,000 feet MSL and below within a circle with a 1½-mile radius centered at latitude 30°34'19" N., longitude 86°12'56" W.

Designated altitudes: Surface to FL 500.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.

Using agency: Commander, Armament development and Test Center, Eglin AFB, Fla.

R-2915A Eglin AFB, Fla.

Boundaries. Beginning at latitude 30°33'40" N., longitude 86°55'00" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; thence along the L and N Railroad to latitude 30°42'45" N., longitude 86°45'45" W.;to latitude 30°42'50" N., longitude 86°38'02" W.; to latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; thence along the Navarre-Milton Highway to point of beginning.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

R-2915B Eglin AFB, Fla.

Boundaries. Beginning at latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°20'50" N., longitude 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°20'15" N., longitude 86°48'00"W.; to latitude 30°23'20" N., longitude 86°48'00" W.; to latitude 30°22'50" N., longitude 86°51'30" W.; to latitude 30°23'50" N., longitude 86°51'30" W.; to latitude 30°24'20" N., longitude 86°48'00" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; to point of beginning.
Designated altitudes. Surface to FL 1200.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

R-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.
Using agency. Department of the Air Force.

AMENDMENTS 7/23/70 35 F. R. 8544 (Added)

R-2917 DeFuniak Springs, Fla.
Boundaries: A circle with a 1½-mile radius centered at latitude 30°34'19" N., longitude 86°12'56" W.
Designated altitude: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Using agency. Commander, Armament Development and Test Center (DTC), Eglin AFB, Fla.

R-2918 Valparaiso, Fla.

Boundaries: Beginning at latitude 30°43'10" N., longitude 86°27'37" W., to latitude 30°43'15" N., longitude 86°25'00" W., to latitude 30°33'00" N., longitude 86°25'00" W., to latitude 30°33'00" N., longitude 86°25'30" W., to latitude 30°37'00" N., longitude 86°25'30" W., to latitude 30°37'00" N., longitude 86°27'37" W., to point of beginning.
Designated altitudes: Surface to FL 500.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Commander, Armament Development and Test Center, Eglin AFB, Fla.

R-2919 Valparaiso, Fla.

Boundaries: Beginning at latitude 30°30'45" N., longitude 86°25'00" W.; to latitude 30°23'20" N., longitude 86°08'10" W.; to latitude 30°15'00" N., longitude 86°06'15" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 30°19'45" N., longitude 86°23'45" W.; to latitude 30°25'00" N., longitude 86°22'26" W.; to latitude 30°25'00" N., longitude 86°25'00" W.; to point of beginning.
Designated altitudes: Surface to FL 500.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Commander, Armament Development and Test Center, Eglin AFB, Fla.

§ 73.30 Georgia

R-3002 Fort Benning, Ga.

Boundaries. Beginning at latitude 32°30'50" N., longitude 84°52'15" W.; along the Central of Georgia Railroad to latitude 32°32'10" N., longitude 84°40'40" W.; to lat. 32°31'20" N, long. 84°40'20" W.; thence northeast along Upatoi Creek to lat. 32°31'46" N, long. 84°39'25" W; to lat. 32°18'30" N, long. 84°39'25" W; along the Central of Georgia Railroad to latitude 32°20'54" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°47'20" W.; to latitude 32°15'25" N., longitude 84°53'10" W.; along the Chattahoochee River to latitude 32°14'40" N., longitude 84°55'30" W.; to latitude 32°14'40" N., longitude 84°58'42" W.; to latitude 32°20'15" N., longitude 84°58'42" W.; along northwest side of Dixie Road to latitude 32°21'10" N., longitude 84°56'45" W.; to latitude 32°22'30" N., longitude 84°56'45" W.; along Upatoi Creek to lat. 32°24'00" N, long. 84°53'30" W; to lat. 32°29'17" N, long. 84°52'32" W; to lat. 32°29'17" N, long. 84°51'35" W; to lat. 32°30'19" N, long. 84°51'35" W; to lat. 32°30'19" N, long. 84°52'21" W; to the point of beginning.

Designated altitude. Surface to and including 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Atlanta ARTC Center.

Using agency. Commanding Officer, Fort Benning, Ga.

AMENDMENTS 5/19/70 35 F. R. 7858 (Changed)
AMENDMENTS 12/30/70 35 F. R. 19749 (Changed)

R-3003 Fort Gordon, Ga.

Boundaries. Beginning at latitude 33°23'35" N., longitude 82°08'30" W.; to latitude 33°22'15" N., longitude 82°08'18" W.; to latitude 33°21'35" N., longitude 82°09'10" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to latitude 33°25'00" N., longitude 82°12'00" W.; to point of beginning.

Designated altitude. Surface to 4,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Gordon, Ga.

R-3004 Fort Gordon, Ga.

Boundaries. Beginning at latitude 33°21'53" N., longitude 82°12'15" W.; to latitude 33°19'43" N., longitude 82°12'15" W.; to latitude 33°16'20" N., longitude 82°18'00" W.; to latitude 33°17'29" N., longitude 82°23'00" W.; to latitude 33°21'15" N., longitude 82°18'47" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to point of beginning.

Designated altitude. Surface to 20,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Gordon, Ga.

R-3005A Fort Stewart, Ga.

Boundaries. Beginning at latitude 32°04'40" N., longitude 81°50'00" W.; to latitude 32°07'00" N., longitude 81°43'30" W.; to latitude 32°06'15" N., longitude 81°31'30" W.; to latitude 32°05'30" N., longitude 81°31'30" W.; to latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 31°56'30" N., longitude 81°30'00" W.; thence along the arc of a 5-mile circle centered at latitude 31°53'20" N., longitude 81°33'45" W.; to latitude 31°56'48" N., longitude 81°30'42" W.; thence SW along Georgia Highway 144 to latitude 31°53'11" N., longitude 81°37'51" W.; to latitude 31°51'45" N., longitude 81°38'08" W,; to latitude 31°55'30" N., longitude 81°53'00" W.; to latitude 31°57'00" N., longitude 81°53'15" W.; to latitude 31°59'45" N., longitude 81°51'06" W., to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

R-3005B Fort Stewart, Ga.

Boundaries. Beginning at latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 32°04'15" N., longitude 81°22'30" W.; thence along the Ogeechee River to latitude 32°00'30" N., longitude 81°19'30" W.; to latitude 31°58'45" N., longitude 81°19'45" W.; to latitude 31°56'15" N., longitude 81°23'00" W.; to latitude 31°54'03" N., longitude 81°28'45" W.; thence along the arc of a 5-statute-mile-radius circle centered at latitude 31°53'20" N., longitude 81°33'45" W.; to latitude 31°56'30" N., longitude 81°30'00" W., to the point of beginning.

Designated altitudes. Surface to 29,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding Officer, Fort Stewart, Ga.

R-3005C Fort Stewart, Ga.
Boundaries. Beginning at latitude 31°54'03" N., longitude 81°28'45" W.; to latitude 31°51'20" N., longitude 81°36'00" W.; to latitude 31°51'45" N., longitude 81°38'08" W.; to latitude 31°53'11" N., longitude 81°37'51" W.; thence NE along Georgia Highway 144 to latitude 31°56'48" N., longitude 81°30'42" W.; thence along the arc of a 5-mile radius circle centered at latitude 31°53'20" N., longitude 81°33'45" W., to the point of beginning.
Designated altitudes. Surface to 3,500 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commanding Officer, Fort Stewart, Ga.

R-3006 Townsend, Ga.

Boundaries. Beginning at latitude 31°40'30" N., longitude 81°41'55" W.; to latitude 31°37'35" N., longitude 81°37'10" W.; thence clockwise via the arc of a circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W.; to latitude 31°32'40" N., longitude 81°41'10" W.; to latitude 31°35'30" N., longitude 81°46'00" W.; to point of beginning.
Designated altitudes. Surface to 14,000 feet MSL within the circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W. Surface to 9,000 feet MSL within the area beginning at latitude 31°39'20" N., longitude 81°40'00" W.; to latitude 31°37'35" N., longitude 81°37'10" W.; thence counterclockwise along the arc of the circle with a 5 nautical mile radius centered at latitude 31°32'50" N., longitude 81°35'20" W.; to latitude 31°32'40" N., longitude 81°41'10" W.; to latitude 31°34'20" N., longitude 81°44'05" W.; to point of beginning. Surface to 6,000 feet MSL within the area beginning at latitude 31°40'30" N., longitude 81°41'55" W.; to latitude 31°39'20" N., longitude 81°40'00" W.; to latitude 31°34'20" N., longitude 81°44'05" W.; to latitude 31°35'30" N., longitude 81°46'00" W.; to point of beginning.
Time of designation. 0600 to 1800 e.s.t., Monday through Friday.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Fleet Air Jacksonville, NAS Jacksonville, Fla.

§ 73.31 Hawaii

R-3101 PMRFAC FOUR, Hawaii

SUBAREA A
Boundaries: Beginning at latitude 22°13'00" N., longitude 159°42'00" W.; thence to latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'30" N., longitude 159°48'55" W.; thence clockwise along a line 3 nautical miles from the shoreline of Kauai to the point of beginning.
Designated altitudes: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Lihue Flight Service Station.
Using agency: Commander, Pacific Missile Range (COMPMR).

SUBAREA B
Boundaries: Beginning at latitude 22°13'00" N., longitude 159°42'00" W.; thence to latitude 22°09'45" N., longitude 159°42'00" W.; thence counterclockwise along the shoreline of Kauai to latitude 22°04'36" N., longitude 159°46'20" W.; thence to latitude 22°04'25" N., longitude 159°46'06" W.; thence to latitude 22°03'55" N., longitude 159°46'29" W.; thence to latitude 22°01'45" N., longitude 159°46'53" W.; thence to latitude 22°01'07" N., longitude 159°46'20" W.; thence to latitude 22°00'55" N., longitude 159°45'53" W.; thence to latitude 21°59'52" N., longitude 159°45'14" W.; thence to latitude 21°59'35" N., longitude 159°45'55" W.; thence counterclockwise along the shoreline of Kauai to latitude 21°58'25" N., longitude 159°43'35" W.; thence to latitude 21°58'30" N., longitude 159°48'55" W.; thence clockwise along a line 3 nautical miles from the shoreline of Kauai to the point of beginning.
Designated altitudes: 5,000 feet MSL to unlimited.
Time of designation: Continuous.
Controlling agency: FAA, Honolulu ARTC Center.
Using agency: Commander, Pacific Missile Range (COMPMR).

R-3103 Humuula, Hawaii
Boundaries. Beginning at latitude 19°48'25" N., longitude 155°37'30" W.; thence to latitude 19°43'30" N., longitude 155°29'20" W.; thence to latitude 19°35'00" N., longitude 155°34'30" W.; thence to latitude 19°35'00" N., longitude 155°40'25" W.; thence to latitude 19°40'15" N., longitude 155°43'45" W.; thence to latitude 19°46'40" N., longitude 155°42'20" W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Hilo Combined Station/Tower.
Using agency. Commanding General, U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3104A Island of Kahoolawe, Hawaii

Boundaries. Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes: Surface to 10,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3104B Island of Kahoolawe, Hawaii
Boundaries: Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes: 10,000 feet MSL to FL 180.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3104C Island of Kahoolawe, Hawaii
Boundaries: Beginning at latitude 20°34'20" N., longitude 156°40'30" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°37'00" N., longitude 156°35'15" W.; to latitude 20°35'20" N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes: FL 180 to unlimited.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3107A Kaula Rock, Hawaii

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 21°39'30" N, Long. 160°32'30" W.
Designated altitudes: Surface to 14,500 feet MSL.
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency. Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3107B Kaula Rock, Hawaii

Boundaries: A circular area with a 3-nautical-mile radius centered at latitude 21°39'30" N., longitude 160°32'30" W.
Designated altitudes: 14.500 feet MSL to FL 300.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Air Hawaii, NAS Barber's Point, Hawaii.

R-3109A Schofield-Makua, Oahu, Hawaii
Beginning at latitude 21°30'29" N., longitude 158°04'09" W.; to latitude 21°29'25" N., longitude 158°05'00" W.; to latitude 21°27'28" N., longitude 158°05'55" W.; to latitude 21°29'11" N., longitude 158°07'35" W.; to latitude 21°29'30" N., longitude 158°08'40" W.; to latitude 21°33'15" N., longitude 158°08'40" W.; to latitude 21°32'14" N., longitude 158°05'12" W.; to point of beginning.
Designated altitudes: The area southeast of a line between latitude 21°28'35" N., longitude 158°07'00" W.; and latitude 21°29'25" N., longitude 158°05'00" W.; surface to 8,000 feet MSL. The area northwest of this line, surface to 19,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Honolulu Flight Service Station.
Using agency: U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3109B Schofield-Makua, Oahu, Hawaii
Beginning at latitude 21°29'30" N., longitude 158°08'40" W.; to latitude 21°31'00" N., longitude 158°14'00" W.; to latitude 21°32'30" N., longitude 158°14'30" W.; to latitude 21°33'15" N., longitude 158°15'15" W.; to latitude 21°34'30" N., longitude 158°15'15" W.; to latitude 21°34'30" N., longitude 158°13'15" W.; to latitude 21°33'15" N., longitude 158°08'40" W.; to point of beginning.
Designated altitudes: Surface to 19,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Honolulu Flight Service Station.
Using agency: U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3120 PMRFAC Five, Hawaii
Boundaries: Beginning at latitude 21°58'30" N., longitude 159°48'55" W., thence to latitude 21°58'25" N., longitude 159°43'35" W., thence southeasterly along the shoreline of the Island of Kauai to latitude 21°57'45" N., longitude 159°42'00" W., thence to latitude 21°54'45" N., longitude 159°42'00" W., thence clockwise along a line 3 nautical miles from and parallel to the shoreline of the Island of Kauai to the point of beginning.
Designated altitudes: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, Lihue Flight Service Station.
Using agency: Commander, Pacific Missile Range (COMPMR).

AMENDMENTS 12/13/69 34 F. R. 19649 (Changed)

§ 73.32 Idaho

R-3201 Arco, Idaho.

Boundaries. Beginning at Lat. 43°59'20" N, Long. 112°43'50" W; to Lat. 43°50'20" N, Long. 112° 30'00" W; to Lat. 43°32'00" N, Long. 112°35'00" W; to Lat. 43°27'00" N, Long. 113°03'00" W; to Lat. 43°34'30" N, Long. 113°11'50" W; to Lat. 43°48'40" N, Long. 112°49'40" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Idaho Falls, Idaho.

R-3202 Sailor Creek, Idaho

SUBAREA A
Boundaries: Beginning at latitude 42°48'45" N., longitude 115°38'14" W.; to latitude 42°48'45" N., longitude 115°32'41" W.; to latitude 42°40'00" N., longitude 115°32'41" W.; to latitude 42°40'00" N., longitude 115°38'14" W.; to point of beginning.
Designated altitudes: Surface to 12,000 feet MSL.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake ARTC Center.
Using agency: Commander 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

SUBAREA B
Boundaries: Beginning at latitude 42°53'00" N., longitude 115°42'20" W.; to latitude 42°53'00" N., longitude 115°24'15" W.; to latitude 42°36'00" N., longitude 115°24'15" W.; to latitude 42°36'00" N., longitude 115°42'20" W.; to point of beginning.
Designated altitudes: Surface to flight level 240.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake ARTC Center.
Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

SUBAREA C
Boundaries: Beginning at latitude 42°36'00" N., longitude 115°37'00" W.; to latitude 42°36'00" N., longitude 115°30'00" W.; to latitude 42°33'00" N., longitude 115°30'00" W.; to latitude 42°33'00" N., longitude 115°37'00" W.; to point of beginning.
Designated altitudes: Surface to 14,000 feet MSL.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake City ARTC Center.
Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

SUBAREA D
Boundaries: Beginning at latitude 42°33'00" N., longitude 115°37'00" W.; to latitude 42°33'00" N., longitude 115°30'00" W.; to latitude 42°07'00" N., longitude 115°30'00" W.; to latitude 42°07'00" N., longitude 115°37'00" W.; to point of beginning.
Designated altitudes: Surface to 11,000 feet MSL.
Time of designation: Sunrise to 8 hours after sunset, Monday through Friday.
Controlling agency: FAA, Salt Lake City ARTC Center.
Using agency: Commander, 67th Tactical Reconnaissance Wing, Mountain Home AFB, Idaho.

§ 73.33 Illinois

R-3301 Havana, Ill.

Boundaries. A circular area with a 500-foot radius centered latitude 40°13;16" N., longitude 90°01'23" W.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Continuous.
Using agency. Director, Central Radio Propagation Laboratory, National Bureau of Standards, Boulder, Colo.

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered at latitude 42°13'15" N., longitude 90°21'24" W.
Designated altitudes. Surface to 2,300 feet MSL.
Time of designation. 0800 to 2200 c.s.t.
Using agency. Commanding Officer, Ordnance Depot, Savanna, Ill.

§ 73.34 Indiana

R-3401 Camp Atterbury, Ind.

Boundaries. Beginning at Lat. 39°21'30" N, Long. 86°06'00" W; to Lat. 39°21'30" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 86°06'00" W; to the point of beginning.
Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Commanding Officer, Camp Atterbury, Ind.

R-3403 Jefferson Proving Ground, Ind.

Boundaries. Beginning at latitude 39°02'57" N., longitude 85°27'42" W.; to latitude 39°02'00" N., longitude 85°22'00" W.; to latitude 38°56'06" N., longitude 85°22'00" W.; to latitude 38°50'35" N., longitude 85°22'50" W.; to latitude 38°50'00" N., longitude 85°24'00" W.; to latitude 38°50'00" N., longitude 85°27'42" W.; to the point of beginning.
Designated altitudes. Surface to 43,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

§ 73.35 Iowa

§ 73.36 Kansas

R-3601A Brookville, Kans.
Boundaries: Beginning at latitude 38°45'20" N., longitude 97°46'00" W.; to latitude 38°33'45" 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-200.
Time of designation. Sunrise to 2400 hours c.s.t., Monday through Friday; sunrise to sunset Saturday and Sunday.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commander, McConnell AFB, Kans.

AMENDMENTS 8/20/70 35 F. R. 10107 (Added)

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. Sunrise to 2400 hours c.s.t., Monday through Friday; sunrise to sunset Saturday and Sunday.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commander, McConnell AFB, Kans.

AMENDMENTS 8/20/70 35 F. R. 10107 (Added)

R-3602 Manhattan, Kans.

Subarea A

Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence along the southern edge of the Chicago, Rock Island and Pacific Railroad right-of-way to latitude 39°18'33" N., longitude 96°57'39" W.; thence south to the shoreline of the main body of Milford Reservoir at latitude 39°12'27" N., longitude 96°57'39" W.; thence along the shoreline of the main body of Milford Reservoir to latitude 39°10'58" N., longitude 96°55'00" W.; to latitude 39°10'58" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°49'52" W.; thence north along U. S. Highway No. 77 to the point of beginning.

Designated altitudes: Surface to 29,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Kansas City ARTC Center.

Using agency: Commanding General, Fort Riley, Kans.

Subarea B

Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence south along U. S. Highway No. 77 to latitude 39°07'54" N., longitude 96°49'52" W.; to latitude 39°04'24" N., longitude 96°52'22" W.; to latitude 39°04'24" N., longitude 96°51'15" W.; thence clockwise along the arc of a 4 nautical mile radius circle centered on the Marshall Army Air Field RBN at latitude 39°01'34" N., longitude 96°47'40" W.; to latitude 39°05'17" N., longitude 96°45'40" W.; to latitude 39°08'20" N., longitude 96°43'00" W.; to latitude 39°09'23" N., longitude 96°43'00" W.; to latitude 39°10'43" N., longitude 96°40'55" W.; to latitude 39°12'17" N., longitude 96°40'55" W.; to latitude 39°13'00" N., longitude 96°42'35" W.; to latitude 39°13'16" N., longitude 96°42'35" W.; thence along the southerly edge of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning.

Designated altitudes: Surface to 29,000 feet MSL.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Kansas City ARTC Center.

Using agency: Commanding General, Fort Riley, Kans.

§ 73.37 Kentucky

R-3702 Fort Campbell, Ky.

Boundaries. Beginning at latitude 36°43'30" N., longitude 87°48'15" W.; to latitude 36°37'30" N., longitude 87°48'15" W.; to latitude 36°35'30" N., longitude 87°45'00" W.; to latitude 36°33'30" N., longitude 87°42'30" W.; to latitude 36°32'00" N., longitude 87°35'00" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'00" N., longitude 87°40'00" W.; to latitude 36°42'00" N., longitude 87°40'30" W.; to latitude 36°43'30" N., longitude 87°43'00" W.; to the point of beginning.

Designated altitudes. Surface to 27,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3703 Fort Campbell, Ky.

Boundaries. Beginning at latitude 36°39'00" N., longitude 87°32'30" W.; to latitude 36°39'15" N., longitude 87°30'12" W.; to latitude 36°39'30" N., longitude 87°29'45" W.; to latitude 36°39'30" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°28'33" W.; to latitude 36°37'12" N., longitude 87°29'50" W.; to latitude 36°34'00" N., longitude 87°29'50" W.; to latitude 36°32'00" N., longitude 87°32'30" W.; to the point of beginning.

Designated altitudes. Surface to 18,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Memphis ARTC Center.

Using agency. Commanding General, Fort Campbell, Ky.

R-3704 Fort Knox, Ky.

Boundaries. Beginning at Lat. 37°59'00" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°55'30" W; along U. S. Highway 31-W to Lat. 37°50'45" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°55'17" N, Long. 85°56'46" W; to Lat. 37°55'17" N, Long. 85°57'16" W; to Lat. 37°56'04" N, Long. 85°57'33" W; to Lat. 37°56'23" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°58'00" N, Long. 85°57'45" W; along the Illinois Central Railroad to Lat. 37°59'00" N, Long. 85°57'00" W; to Lat. 38°01'00" N, Long. 85°54'30" W; along Kentucky Route 44 to Lat. 38°00'30" N, Long. 85°52'00" W; to Lat. 37°59'00" N, Long. 85°52'00" W; to the point of beginning.

Designated altitudes: Subarea A surface to and including 10,000 feet MSL.
Subarea B from 10,000 feet MSL to 20,000 feet MSL.

Time of designation: Subarea A 0600 to 2400 e.s.t.; other times by NOTAM 24 hours in advance.
Subarea B by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Standiford Control Tower, Louisville, Ky.

Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

§ 73.38 Louisiana

R-3801 Camp Claiborne, La.

Boundaries. Beginning at latitude 31°03'30" N., longitude [illegible] W.; to latitude [illegible] N., longitude 92°31'56" W.; to latitude 31°01'53" N., longitude 92°34'17" W.; to latitude 31°07'30" N., longitude 92°40'45" W.; to latitude 31°11'07" N., longitude 92°36'35" W.; to the point of beginning.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday; other times following issuance of NOTAM by the using agency at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commander, England Air Force Base, Louisiana.

R-3803 Fort Polk, La.

Boundaries. Beginning at latitude 31°23'36" N., longitude 93°09'57" W.; to latitude 31°23'12" N., longitude 93°09'48" W.; to latitude 31°22'00" N., longitude 93°10'05" W.; to latitude 31°19'16" N., longitude 93°11'10" W.; to latitude 31°19'16" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°20'15" W.; to latitude 31°24'30" N., longitude 93°16'42" W.; to latitude 31°23'35" N., longitude 93°13'24" W.; to point of beginning.
Designated altitude. Surface to 15,000 feet MSL.
Time of designation: Continuous from June 1 through August31; other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Polk, Louisiana.

R-3804A Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W. to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Polk, Louisiana.

R-3804B Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°10'52" W.; to latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°06'10" N., longitude 93°08'11" W.; to latitude 31°04'14" N., longitude 93°12'30" W.; to point of beginning.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration. Alexandria, La. Flight Service Station.
Using agency. Commanding General, Fort Polk, Louisiana.

R-3804C Fort Polk, La.
Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W.; to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.
Designated altitudes. 15,000 feet MSL to 18,000 feet MSL.
Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.
Time of designation. As published by NOTAM 24 hours in advance.
Using agency. Commanding General, Fort Polk, La.

§ 73.39 Maine

§ 73.40 Maryland

R-4001 Aberdeen, Md.

Boundaries. Beginning at Lat. 39°30'30" N, Long. 76°10'00" W; to Lat. 39°29'00" N, Long. 76°08' 00" W; to Lat. 39°29'30" N, Long. 76°05'00" W; to Lat. 39°27'00" N, Long. 76°00'30" W; to Lat. 39°19' 47" N, Long. 76°11'34" W; to Lat. 39°12'10" N, Long. 76°16'30" W; to Lat. 39°12'45" N, Long. 76°22' 30" W; to Lat. 39°17'30" N, Long. 76°19'45" W; to Lat. 39°18'30" N, Long. 76°22'00" W; to Lat. 39°22' 00" N, Long. 76°22'00" W; to Lat. 39°23'28" N, Long. 76°20'40" W; to Lat. 39°26'10" N, Long. 76°14' 50" W; to Lat. 39°27'00" N, Long. 76°12'30" W; to the point of beginning.

Designated altitudes and time of designation:

1. Surface to unlimited, 0700 to 2400 local time.
2. Surface to 10,000 feet MSL, 0000 to 0700 local time, higher altitudes by NOTAM issued 24 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, Aberdeen Proving Ground, Md.

R-4002 Bloodsworth Island, Md.

Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00' 00" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.

Designated altitudes. Surface to 20,000 feet MSL.

Time of designation. From sunrise to 2400 hours, local time, daily, other times as specified in a NOTAM issued 48 hours in advance.

Using agency. Commander, Amphibious Training Forces Atlantic, U. S. Amphibious Base, Little Creek, Va.

R-4005 Patuxent River, Md.

Boundaries. Beginning at latitude 38°05'40" N., longitude 76°33'32" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°18'20" N., longitude 76°17'05" W.; to latitude 38°18'26" N., longitude 76°14'30" W.; to latitude 38°13'00" N., longitude 76°11'20" W.; to latitude 38°08'00" N., longitude 76°08'50" W.; to latitude 37°55'15" N., longitude 76°02'30" W.; to latitude 37°53'10" N., longitude 76°14'00" W.; to the point of beginning.

Designated altitudes. Surface to FL 850.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding Officer, NAS Patuxent River, Md.

R-4006 Patuxent River, Md.

Boundaries: Beginning at latitude 38°41'15" N., longitude 75°46'00" W.; to latitude 38°32'30" N., longitude 75°43'45" W.; to latitude 38°19'00" N., longitude 75°37'00" W.; along Pennsylvania Railroad to latitude 38°12'30" N., longitude 75°41'30" W.; to latitude 38°02'30" N., longitude 75°52'30" W.; to latitude 37°55'00" N., longitude 75°52'30" W.; to latitude 37°45'00" N., longitude 75°58'45" W.; to latitude 37°45'00" N., longitude 76°23'30" W.; to latitude 37°50'30" N., longitude 76°32'00" W.; to latitude 38°05'10" N., longitude 76°34'15" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°30'00" N., longitude 76°04'00" W.; to latitude 38°36'00" N., longitude 75°55'30" W.; along the Pennsylvania Railroad to point of beginning, excluding R-4002, R-4005, and R-6609.

Designated altitudes: 3,500 feet MSL to FL 850.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commanding Officer, NAS Patuxent River, Md.

R-4007 Patuxent River, Md.

Boundaries. Beginning at Lat. 38°21'00" N, Long. 76°14'00" W; to Lat. 38°11'10" N, Long. 76°25' 10" W; to Lat. 38°05'10" N, Long. 76°34'05" W; to Lat. 38°15'00" N, Long. 76°36'35" W; to Lat. 38°17' 25" N, Long. 76°33'00" W; to Lat. 38°25'40" N, Long. 76°23'35" W; to the point of beginning.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding Officer, NAS Patuxent River, Md.

§ 73.41 Massachusetts

R-4101 Camp Edwards, Mass.

Boundaries. Beginning at latitude 41°44'17" N., longitude 70°29'11" W.; to latitude 41°42'42" N., longitude 70°30'51" W.; to latitude 41°42'20" N., longitude 70°30'15" W.; to latitude 41°41'32" N., longitude 70°30'58" W.; to latitude 41°40'54" N., longitude 70°32'45" W.; thence west along the south side of Howe Road to latitude 41°40'58" N., longitude 70°33'39" W.; to latitude 41°41'50" N., longitude 70°35'09" W.; thence north along the east side of State Highway 28 to latitude 41°44'36" N., longitude 70°35'13" W.; to latitude 41°46'06" N., longitude 70°33'28" W.; to latitude 41°46'06" N., longitude 70°32'39" W.; thence southeast along the southwest side of State Route 6 to point of beginning.
Designated altitudes. Surface to 9,000 feet MSL.
Time of designation. From 0600 to 1800 hours local time, daily, other times as specified in a NOTAM issued 48 hours in advance.
Controlling agency. Federal Aviation Administration, Otis Approach Control.
Using agency. Commanding Officer, Camp Edwards, Mass.

R-4105 No Man's Land Island, Mass.

Boundaries. A circular area with a 3-mile radius centered at Lat. 41°15'30" N, Long. 70°48'40" W.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. 0700 to 2400 EST.
Controlling agency. Federal Aviation Administration, Quonset Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

R-4106 North Eastham, Mass.

Boundaries. A circular area with a 2-mile radius centered at Lat. 41°51'00" N, Long. 70°03'00" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. 0800 to 2400 EST.
Controlling agency. Federal Aviation Administration, Otis Approach Control.
Using agency. Commander, Fleet Air Quonset, NAS Quonset Point, R. I.

§ 73.42 Michigan

R-4201. Camp Grayling, Mich.

Boundaries. Beginning at Lat. 44°54'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°29'00" W; to Lat. 44°41'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°40'00" W; to Lat. 44°43'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°38'00" W; to Lat. 44°47'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°39'00" W; to Lat. 44°52'00" N, Long. 84°37'00" W; to Lat. 44°54'00" N, Long. 84°37'00" W; to the point of beginning.
Designated altitudes. The area N of Lat. 44°47'00" N, surface to 29,000 feet MSL June 1 through August 31; Surface to 20,000 feet MSL September 1 through May 31. The area S of Lat. 44°47'00" N, surface to 9,000 feet MSL.
Time of designation. The area N of Lat. 44°47'00" N, continuous June 1 through August 31; sunrise to sunset September 1 through May 31. The area S of Lat. 44°47'00" N, continuous June 1 through August 31.
Controlling agency. Federal Aviation Administration, Traverse City Flight Service Station.
Using agency. Adjutant General, State of Michigan, Lansing, Mich.

R-4202 Lake Margrethe, Mich.

Boundaries. Beginning at latitude 44°36'45" N., longitude 84°51'00" W.; to latitude 44°36'45" N.. longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°50'00" W.; to latitude 44°35'00" N., longitude 84°51'00" W.; to the point of beginning.
Designated altitudes. Surface to 8,200 feet MSL.
Time of designation. June 1 through August 31, with specific dates to be published by NOTAM.
Using agency. Adjutant General, State of Michigan, Lansing, Mich.

R-4203 Keweenaw Point, Mich.
Boundaries. That airspace within a circular area with a 10-statute mile radius centered at lat. 47°25'24" N., long. 87°42'40" W.; including the additional airspace within a circular area with a 35 statute mile radius centered at lat. 47°08'00" N., long. 86°55'00" W.
Designated altitudes. Surface to unlimited.
Time of designation. By NOTAM issued at least 6 hours in advance during the period 10 a.m. to 2 p.m. e.s.t., January 4 through March 5, 1971.
Controlling agency. Federal Aviation Administration, Minneapolis, Minn., ARTCC.
Using agency. NASA, Goddard Space Flight Center, Greenbelt, Md.

AMENDMENTS 12/30/70 36 F. R. 44 (Added)

R-4207 Upper Lake Huron, Mich.

Boundaries. Beginning at latitude 45°17'00" N., longitude 83°00'00" W.; to latitude 45°20'24" N., longitude 82°31'18" W.; along the United States-Canadian Border to latitude 44°31'00" N., longitude 82°19'54" W.; to latitude 44°27'42" N., longitude 82°47'08" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.
Using agency. Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich.

AMENDMENTS 4/2/70 35 F. R. 2769 (Changed)

§ 73.43 Minnesota

R-4301 Camp Ripley, Minn.

Boundaries. Beginning at latitude 46°18'54" N., longitude 94°29'02" W.; thence along the S bank of the Crow Wing River and the W bank of the Mississippi River to latitude 46°06'22" N., longitude 94°21'10" W.; to latitude 46°06'22" N., longitude 94°26'06" W.; to latitude 46°08'39" N., longitude 94°26'06" W.; to latitude 46°08'39" N.; to longitude 94°30'00" W.; to latitude 46°18'18" N., longitude 94°30'00" W.; to the point of beginning.
Designated altitudes and time of designation. Surface to 27,000 feet MSL, May 1 through October 31; and surface to 14,500 feet MSL, Saturday and Sunday, November 1 through April 30, and from 1200 G.m.t. January 27, 1970, through 2100 G.m.t. January 29, 1970.
Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.
Using agency. Commanding Officer, Camp Ripley, Minn.

AMENDMENTS 1/14/70 35 F. R. 460 (Changed)
PENDING AMENDMENT
Camp Ripley, Minn., R-4301 is amended as follows:
Designated altitudes and time of designation. Surface to 27,000 feet MSL, May 1 through October 31; surface to 14,500 feet MSL, Saturday and Sunday, November 1 through April 30; and at other altitudes and times specified by NOTAM issued 24 hours in advance.

AMENDMENTS 1/22/71 35 F. R. 19633 (Changed)

R-4305 Lake Superior, Minn.

Boundaries. Beginning at latitude 47°45'00" N., longitude 90°05'00" W.; to latitude 47°45'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 90°05'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. 0001 local time Monday to 2400 local time Friday.
Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.
Using agency. Commander, Second Air Force, Barksdale AFB, Louisiana.

§ 73.44 Mississippi

R-4401 Camp Shelby, Miss.

Boundaries. Beginning at latitude 31°12'54" N.; longitude 89°11'03" W.; to latitude 31°11'48" N.; longitude 89°00'00" W.; to latitude 31°10'15" N.; longitude 88°56'34" W.; to latitude 31°09'10" N.; longitude 88°56'34" W.; thence southwest along Mississippi State Highway No. 15 to latitude 31°04'36" N.; longitude 88°59'24" W.; to latitude 31°04'36" N.; longitude 89°11'03" W.; to point of beginning.
Designated altitudes. Subarea A, surface to 4,000 feet MSL. Subarea B, 4,000 feet MSL to 18,000 feet MSL. Subarea C, 18,000 feet MSL to 29,000 feet MSL.
Time of designation. As activated by NOTAMs at least 24 hours in advance. NOTAMs to contain information concerning deactivation of area.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Adjutant General, State of Mississippi, Jackson, Miss.

R-4403 Gainesville, Miss.

Boundaries. Beginning at latitude 30°21'02" N., longitude 89°36'53" W.; to latitude 30°22'33" N., longitude 89°36'53" W.; to latitude 30°22'34" N., longitude 89°34'05" W.; to latitude 30°21'03" N., longitude 89°34'04" W.; to the point of beginning.
Altitudes. From surface to 5,000 feet MSL.
Time of use. Continuous.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Manager, Mississippi Test Operations, National Aeronautics and Space Administration, Bay St. Louis, Miss.

§ 73.45 Missouri

R-4501A Fort Leonard Wood West, Mo.

Boundaries. Beginning at latitude 37°41'06" N., longitude 92°03'17" W.; to latitude 37°38'15" N., longitude 92°09'17" W.; to latitude 37°37'10" N., longitude 92°13'45" W.; to latitude 37°37'10" N., longitude 92°15'06" W.; to latitude 37°38'42" N., longitude 92°15'06" W.; to latitude 37°41'07" N., longitude 92°14'23" W.; to the point of beginning.
Designated altitudes. Monday through Friday, surface to 2,200 feet MSL; Saturday and Sunday, surface to 11,200 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

R-4501B Fort Leonard Wood East, Mo.

Boundardies. Beginning at latitude 37°43'00" N., longitude 92°06'55" W.; to latitude 37°42'11" N., longitude 92°06'14" W.: to latitude 37°39'07" N., longitude 92°06'17" W.; to latitude 37°38'15" N., longitude 92°09'17" W.; to latitude 37°43'02 N., longitude 92°09'17" W.; to the point of beginning.
Designated altitudes.
The area north of a line between latitude 37°42'51" N., longitude 92°06'47" W.; and latitude 37°42'53" N., longitude 92°09'17" W. surface to 1,500 feet MSL.
The area south of this line, surface to 2,200 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

§ 73.46 Montana

§ 73.47 Nebraska

§ 73.48 Nevada

R-4802 Lone Rock, Nev.

Boundaries. A circular area with a 3-mile radius centered at Lat. 39°52'36" N, Long. 118°20'47" W.
Designated altitudes. Surface to 8,000 feet MSL.
Time of designation: Continuous.
Using agency. Commander, Fleet Air, Alameda, Calif.

R-4803 Fallon, Nev.

Boundaries. A 3-nautical mile radius circle centered at Lat. 39°20'40" N, Long. 118°52'15" W; and within 3 nautical miles W and 2 nautical miles E of a line extending 349.5° True from the center to 15 nautical miles NNW.
Designated altitudes. Surface to 8,000 feet MSL N, and surface to 18,000 feet MSL S of a line extending from Lat. 39°27'40" N, Long. 118°57'55" W; to Lat. 39°30'20" N, Long. 118°51'55" W.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

R-4804 Twin Peaks, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°13'00" N, Long. 118°12'42" W; and a 3-nautical mile radius circle centered at Lat. 39°14'15" N, Long. 118°17'30" W.
Designated altitudes: Surface to FL 240.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

R-4806 Las Vegas, Nev.

Boundaries: Beginning at latitude 37°17'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°23'00" W.; to latitude 36°35'00" N., longitude 115°37'00" W.; to latitude 36°35'00" N., longitude 115°53'00" W.; to latitude 36°36'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°35'00" W.; to latitude 37°17'00" N., longitude 115°35'00" W.; to point of beginning.
Designated altitudes: Surface to unlimited, Monday through Saturday; Sunday from 13,000 feet MSL to unlimited.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency: Commander, Nellis AFB, Nev.

R-4807 Tonopah, Nev.

Boundaries. Beginning at latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°26'30" N., longitude 117°04'30" W.; to latitude 37°53'00" N., longitude 117°01'00" W.; to latitude 37°53'00" N., longitude 116°55'00" W.; to latitude 37°47'00" N., longitude 116°55'00" W.; to latitude 37°33'00" N., longitude 116° 43'00" W.; to latitude 37°33'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°26'00" W.; to latitude 37°53'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 116°11'00" W.; to latitude 37°42'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°53'00" W.; to latitude 37°33'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 115°48'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°16' 00" N., longitude 116°34'00" W.; to the point of beginning.
Designated altitudes. Unlimited Monday through Saturday. Sunday from 13,000 feet MSL to unlimited.
Time of designation. Continuous.
Using agency. Commander, Nellis AFB, Nev.

R-4808 Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 36°41'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to latitude 37°16'00" N., longitude 116° 00'00" W.; to latitude 37°28'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°06"00" N., longitude 115°35'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Las Vegas, Nevada.

R-4809 Tonopah, Nev.

Boundaries. Beginning at Lat. 37°53'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116° 26'00" W; to Lat. 37°33'00" N, Long. 116°43'00" W; to Lat. 37°47'00" N, Long. 116°55'00" W; to Lat. 37°53'00" N, Long. 116°55'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Albuquerque, N. Mex.

R-4810 Desert Mountains, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°10'00" N, Long. 118°37'30" W; and a 3-nautical mile radius circle centered at Lat. 39°09'15" N, Long. 118°42'20" W.
Designated altitudes: Surface to flight level 240.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Fleet Air, Alameda, Calif.

R-4811 Hawthorne, Nev.
Boundaries. A 1½-nautical-mile radius circle centered at latitude 38°14'45" N., longitude 118°38'15" W.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. 0800 to 1500 local time, Monday through Friday.
Using agency. Commanding Officer, Naval Ammunition Depot, Hawthorne, Nev.

R-4812 Sand Springs, Nev.
Boundaries: That area within 5-nautical miles either side of a line extending from latitude 39°10'00" N., longitude 118°37'30" W.; to latitude 39°13'00" N., longitude 118°12'42" W.; and bounded on the east by R-4804 and bounded on the west by R-4810.
Designated altitudes: Surface to FL 240.
Time of designation: Continuous.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

R-4813 Carson Sink, Nev.
Boundaries: That area surrounding R-4802 from latitude 39°51'00" N., longitude 118°38'00" W.; to latitude 40° 01'00" N., longitude 118°15'00" W.; to latitude 40°01'00" N., longitude 118°01'00" W.; to latitude 39°52'36" N., longitude 118°01'00" W.; thence via the arc of a 15-nautical mile radius circle centered at latitude 39°52'36" N., longitude 118°20'27" W.; to latitude 39°45'50" N., longitude 118°38'00" W.; to point of beginning.
Designated altitude: Surface to FL 240.
Time of designation: Continuous.
Controlling agency: Oakland ARTC Center.
Using agency: Commander Fleet Air, Alameda.

§ 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°58'45" N., longitude 74°28'00" W.; to latitude 39°58'45" N., longitude 74°31'25" W.; to latitude 39°59'15" N., longitude 74°33'30" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.
Designated altitudes: Surface to and including 4,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, New York ARTC Center.
Using agency: Commanding General, Fort Dix, N. J.

Subarea B
Boundaries: Beginning at latitude 40°02'45" N., longitude 74°27'00" W.; to latitude 40°00'00" N., longitude 74°26'20" W.; to latitude 39°59'00" N., longitude 74°25'08" W.; to latitude 39°58'00" N., longitude 74°25'00" W.; to latitude 39°58'45" N., longitude 74°28'00" W.; to latitude 39°58'45" N., longitude 74°31'25" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.
Designated altitudes: From 4,000 feet MSL to and including 8,000 feet MSL.
Time of designation: Continuous, sunrise Friday to sunset Sunday, other times by NOTAM, 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTC Center.
Using agency: Commanding General, Fort Dix, N. J.

R-5002 Warren Grove, N. J.

Boundaries: Beginning at latitude 39°45'50" N., longitude 74°20'00" W.; to latitude 39°43'25" N., longitude 74°17'37" W.; to latitude 39°38'25" N., longitude 74°24'20" W.; to latitude 39°38'25" N., longitude 74°29'00" W.; to latitude 39°39'35" N., longitude 74°29'00" W.; to latitude 39°44'50" N., longitude 74°24'40" W.; to latitude 39°45'20" N., longitude 74°23'45" W.; to point of beginning.
Designated altitudes. Surface to 14,000 feet MSL, except surface to 4,000 feet MSL for the portion N of Lat. 39°45'00" N; surface to 9,000 feet MSL SE of a line between Lat. 39°43'45" N, Long. 74°17'57" W, and Lat. 39°38'25" N, Long. 74°24'56" W.
Time of designation: Sunrise to Sunset.
Controlling agency. Federal Aviation Administration, New York ARTC Center.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

§ 73.51 New Mexico

R-5101 Los Alamos, N. Mex.

Boundaries. Beginning at Lat. 35°45'15" N, Long. 106°15'12" W; to Lat. 35°50'03" N, Long. 106° 21'36" W; to Lat. 35°52'22" N, Long. 106°20'42" W; to Lat. 35°52'52" N, Long. 106°16'48" W; to Lat. 35°52'30" N, Long. 106°14'48" W; to Lat. 35°48'35" N, Long. 106°14'48" W; to Lat. 35°47'05" N, Long. 106°12'06" W; to the point of beginning.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Los Alamos, N. Mex.

R-5103A McGregor, N. Mex.

Boundaries. Beginning at latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°45'00" N., longitude 105°52'20" W.; to latitude 32°33'20" N., longitude 105°30'00" W.; to latitude 32°26'20" N., longitude 105°30'00" W.; to latitude 32°00'15" N., longitude 105°56'40" W.; to latitude 32°00'30" N., longitude 106° 10'25" W.; to latitude 32°05'20" N., longitude 106°09'20" W.; to latitude 32°06'00" N., longitude 106°15'30" W.; along the Southern Pacific Railroad to latitude 32°28'00" N., longitude 106°02'00" W.; to latitude 32° 27'40" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to the point of beginning, excluding that airspace within a two nautical mile radius of latitude 32°39'40" N., longitude 105°40'00" W.; from the surface to 1,500 feet above the surface.
Designated altitude. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Texas.

R-5104A Melrose, N. Mex.
Boundaries: Beginning at latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°25'25" N, longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°55'00" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to the 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.

AMENDMENTS 5/28/70 35 F. R. 6047 (Changed)

R-5104B Melrose, N. Mex.
Boundaries: Beginning at latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°25'25" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°40'00" W.; to latitude 34°10'00" N., longitude 103°55'00" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to point of beginning.
Designated altitudes: 18,000 feet MSL to 23,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.
Using agency: Commander, Cannon AFB, N. Mex.

AMENDMENTS 5/28/70 35 F. R. 6047 (Changed)

R-5105 Melrose, N. Mex.

Boundaries. Beginning at latitude 34°39'00" N., longitude 103°55'00" W.; to latitude 34°39'00" N., longitude 103°40'00" W.; to latitude 34°25'25" N., longitude 103°40'00" W.; to latitude 34°28'00" N., longitude 103°43'15" W.; to latitude 34°28'00" N., longitude 103°55'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commander, Cannon AFB, N. Mex.

AMENDMENTS 5/28/70 35 F. R. 6047 (Changed)

R-5107A White Sands Proving Grounds, N. Mex.

Boundaries. Beginning at latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°05'00" N., longitude 106°18'20" W.; to latitude 32°05'00" N., longitude 106°29'00" W.; to latitude 32°06'20" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°39'00" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to the point of beginning.
Designated altitude. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commanding General, Fort Bliss, Texas.

R-5107B White Sands Proving Grounds, N. Mex.

Boundaries: Beginning at latitude 33°44'45" N., longitude 106°04'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 33°49'30" N., longitude 106°16'30" W.; thence along the south side of U. S. Highway 380 to the point of beginning; excluding the airspace in R-5107D and that airspace from the surface to 1,500 feet above the surface within a 2-nautical-mile radius of latitude 32°26'35" N., longitude 106°40'45" W.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.
AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

R-5107C White Sands Proving Grounds, N. Mex.

Boundaries: Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 33°44'45" N., longitude 106°04'00" W.; thence along the south side of U. S. Highway 380 to latitude 33°49'30" N., longitude 106°16'30" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 34°15'45" N., longitude 106°40'30" W.; to latitude 34°17'00" N., longitude 106°12'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

R-5107D White Sands Proving Grounds, N. Mex.

Boundaries: Beginning at latitude 33°11'00" N., longitude 106°04'00" W.; to latitude 33°11'00" N., longitude 106°17'00" W.; to latitude 33°04'00" N., longitude 106°21'00" W.; to latitude 32°34'00" N., longitude 106°15'00" W.; to latitude 32°34'00" N., longitude 106°06'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to point of beginning.
Designated altitudes: Surface to 22,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque, ARTC Center.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

R-5107E White Sands Proving Grounds, N. Mex.
Boundaries. From the point where an arc of 19 nautical miles radius centered at latitude 33°45'00" N., longitude 106°26'30" W., intersects the western boundary of R-5107C, to latitude 33°54'00" N., longitude 106°46'30" W.; to latitude 33°32'45" N., longitude 106°58'45" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°35'00" N., longitude 106°48'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of use. As published in NOTAMs at least 12 hours in advance.
Controlling agency. FAA, Albuquerque ARTC Center.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

R-5109A White Sands, N. Mex.

Boundaries. Beginning at latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106° 04'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

R-5109B White Sands, N. Mex.

Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 34°17'00" N., longitude 105°51'00" W.; to latitude 33°57'00" N., longitude 105°27'00" W.; to latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

R-5111A Elephant Butte, N. Mex. (East).

Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°35'00" N., longitude 106°48'00" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous, following issuance of NOTAM by using agency at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

R-5111B Elephant Butte, N. Mex. (West).

Boundaries. Beginning at latitude 33°00'00" N., longitude 106°49'00" W.; to latitude 32°43'00" N., longitude 106°45'00" W.; to latitude 32°47'00" N., longitude 107°06'00" W.; to latitude 33°00'00" N., longitude 107°13'00" W.; to latitude 33°21'00" N., longitude 107°08'00" W.; to latitude 33°26'50" N., longitude 107°00'00" W.; to latitude 33°00'00" N., longitude 107°00'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation: Continuous, following issuance of NOTAM by using agency at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/4/70 35 F. R. 14077 (Changed)

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.

AMENDMENTS 7/23/70 35 F. R. 8926 (Added)

R-5116A White Sands Proving Grounds, N. Mex.
Boundaries: Beginning at lat. 33°53'40" N., long. 106°44'35" W.; to lat. 34°20'35" N., long. 107°02'35" W.; to lat. 34°25'00" N., long. 106°51'45" W.; to lat. 34°09'55" N., long. 106°41'35" W.; to the point of beginning.
Designated altitudes: Surface to FL 240, excluding the airspace below 7,000 feet MSL west of long. 106°50'00" W.
Time of designation: Sunrise to sunset, October 1, 1970, through March 31, 1971, as published in NOTAMS at least 12 hours in advance of use.
Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.
Using agency: Commander, Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/17/70 35 F. R. 13118 (Added)
AMENDMENTS 12/30/70 35 F. R. 18274 (Changed)

§ 73.52 New York

R-5201 Camp Drum, N. Y.

Boundaries. Beginning at Lat. 44°15'00" N, Long. 75°31'30" W; to Lat. 44°11'15" N, Long. 75°25'00" W; to Lat. 44°03'00" N, Long. 75°33'30" W; to Lat. 44°03'15" N, Long. 75°37'39" W; to Lat. 44°06'44" N, Long. 75°43'54" W; to the point of beginning.
Designated altitudes. Surface to 23,000 feet MSL, April 1 through September 30; surface to 20,000 feet MSL, October 1 through March 31.
Time of designation. Continuous April 1 through September 30 and 0600 through 1800 hours local time. October 1 through March 31; other times by NOTAM 48 hours in advance.
Using agency. Commanding Officer, Camp Drum, N. Y.

R-5202 Gardiner's Island, N. Y.

Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 41°08'30" N, Long. 72°08'50" W.
Designated altitudes: Surface to 10,000 feet MSL, inclusive.
Time of designation: 0900 to 1800 local time, April 15 through October 14; 0900 to 1600 local time, October 15 through April 14.
Controlling agency: FAA, Quonset RATCC
Using agency: Commander, Fleet Air Quonset, Naval Air Station, Quonset Point, R. I.

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 310.
Time of designation. Sunrise to sunset, April 1 through December 31.
Using agency. Commander, Air National Guard Base, Niagara Falls Municipal Airport, Niagara Falls, N. Y.,
Phone: BUtler 5-6691, Extension 497.

AMENDMENTS 4/30/70 35 F. R. 5006 (Changed)

R-5206 West Point, N. Y.

Subarea A

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.

Subarea B

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: 5,000 feet MSL to 7,000 feet MSL.

Time of designation: 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.

AMENDMENTS 12/10/70 35 F. R. 15210 (Rewritten)

R-5207 Romulus, N. Y.

Boundaries. A circular area with a radius of 1,350 feet centered at latitude 42°46'59" N., longitude 76°53'06" W.

Designated altitudes. Surface to 2,000 feet MSL.

Time of designation. 0730 to 1815 local time, Monday through Friday.

Using agency. Commanding Officer, Seneca Army Depot, Romulus, N. Y.

§ 73.53 North Carolina

R-5301A Albemarle Sound, N. C.

Boundaries. A circular area with a 3-mile radius centered at latitude 36° 03' 30" N., longitude 76° 20' 00" W., excluding the airspace within R-5301B.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Sunrise to sunset.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5301B Albemarle Sound, N. C.

Boundaries. A circular area within a 1½-nmi radius centered at latitude 36° 05' 25" N., longitude 76° 18' 30" W.

Designated altitudes. Surface to 5,000 feet MSL.

Time of designation. Continuous.

Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-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. Commander, Fleet Air Norfolk NAS Norfolk, Va.

AMENDMENTS 10/15/70 35 F. R. 14077 (Added)

R-5302 Albemarle Sound, N. C.

Boundaries: Beginning at latitude 36°03'35" N., longitude 76°03'05" W.; to latitude 35°58'05" N., longitude 76°02'10" W.; to latitude 35°55'40" N., longitude 76°24'05" W.; to latitude 36°01'05" N., longitude 76°25'00" W, to point of beginning.

Designated altitudes: Surface to FL 200.

Time of Designation: 0800 hours to 2300 hours e.s.t.

Using Agency: Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5306A Cherry Point, N. C.
Boundaries. Beginning at Lat. 35°23'15" N, Long. 76°34'40" W; to Lat. 35°18'15" N, Long. 76°16' 40" W; to Lat. 35°04'30" N, Long. 76°04'30" W; to Lat. 34°46'45" N, Long. 76°24'45" W; to Lat. 34° 45'10" N, Long. 76°40'30" W; to Lat. 34°41'50" N, Long. 76°56'20" W; to Lat. 34°37'30" N, Long. 76° 56'20" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°34'30" N, Long. 77°09' 00" W; to Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 35°03'00" N, Long. 76°57'00" W; thence to point of beginning.
Designated altitudes. Surface to flight level 350.
Time of designation. Continuous.
Using agency. Commanding General Marine Corps Air Station, Cherry Point, N. C.

R-5306B Cherry Point, N. C.

Boundaries. Beginning at Lat. 34°44'50" N, Long. 77°14'40" W; to Lat. 34°34'30" N, Long. 77°09' 00" W; thence southwest along the boundary of Warning Area W-122 to Lat. 34°30'20" N, Long. 77°15' 50" W; to Lat. 34°33'00" N, Long. 77°19'00" W; to Lat. 34°36'05" N, Long. 77°26'08" W; to Lat. 34° 40'00" N, Long. 77°22'00" W; to Lat. 34°39'10" N, Long. 77°20'50" W; thence to point of beginning.
Designated altitudes. Surface to flight level 290.
Time of designation. Continuous.
Using agency. Commanding General, Marine Corps Air Station, Cherry Point, N. C.

R-5306C Cherry Point, N. C.

Boundaries. Beginning at latitude 34°40'00" N., longitude 77°22'00" W.; to latitude 34°36'05" N., longitude 77°26'08" W.; to latitude 34°38'12" N., longitude 77°26'00" W.; to latitude 34°40'20" N., longitude 77°22'12" W.; to point of beginning.
Designated altitudes. Surface to 20,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, U.S. Marine Corps Air Station, Cherry Point, N. C.

R-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 18,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, Fort Bragg, N. C.

AMENDMENTS 6/25/70 35 F. R. 6704 (Changed)

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 18,000 to 29,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, ARTC Center, Washington.
Using agency: Commanding General, Fort Bragg, N. C.

AMENDMENTS 6/25/70 35 F. R. 6704 (Added)

R-5313 Long Shoal Point, N. C.

Boundaries. A circular area with a 3-mile radius centered at Lat. 35°32'48" N, Long. 75°41'26" W.
Designated altitudes. Surface to FL-400.
Time of designation. Continuous.
Using agency. Commander, Fleet Air Norfolk, NAS Norfolk, Va.

R-5314 Dare County, N. C.

Subarea A
Boundaries. Beginning at latitude 35°45'40" N., longitude 75°49'20" W.; to latitude 35°40'10" N., longitude 75°50'15" W.; to latitude 35°41'30" N., longitude 76°00'20" W.; to latitude 35°47'00" N., longitude 75°59'00" W; to the point of beginning.
Designated altitudes. Surface up to, but not including, flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea B
Boundaries. Beginning at latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°34'40" N., longitude 75°46'50" W.; to latitude 35°36'45" N., longitude 76°01'20" W.; to latitude 35°41'30" N., longitude 76°00'20" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea C.
Boundaries. Beginning at latitude 35°48'30" N., longitude 75°43'40" W.; to latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°47'00" N., longitude 75°59'00" W.; to latitude 35°51'35" N., longitude 75°57'55" W.; to latitude 35°49'30" N., longitude 75°45'00" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea D.
Boundaries. Beginning at latitude 35°40'30" N., longitude 75°52'15" W.; to latitude 35°38'40" N., longitude 75°52'35" W.; to latitude 35°39'00" N., longitude 75°54'35" W.; to latitude 35°40'40" N., longitude 75°54'10" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea E.
Boundaries. Beginning at latitude 35°47'50" N., longitude 75°48'50" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to latitude 35°46'10" N., longitude 75°52'35" W.; to latitude 35°48'00" N., longitude 75°52'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea F.
Boundaries. Beginning at latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°40'10" N., longitude 75°50'15" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface up to, but not including, flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea G
Boundaries. Beginning at latitude 35°49'40" N., longitude 75°58'20" W.; to latitude 35°38'55" N., longitude 76°01'00" W.; to latitude 35°39'20" N., longitude 76°05'00" W.; to latitude 35°50'20" N., longitude 76°02'30" W.; to the point of beginning.
Designated altitudes. 200 feet above the surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea H
Boundaries. Beginning at latitude 35°50'20" N., longitude 76°02'30" W.; to latitude 35°39'20" N., longitude 76°05'00" W.; to latitude 35°40'25" N., longitude 76°12'25" W.; to latitude 35°51'25" N., longitude 76°10'05" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea J
Boundaries. Beginning at latitude 35°51'25" N., longitude 76°10'05" W.; to latitude 35°40'25" N., longitude 76°12'25" W.; to latitude 35°43'50" N., longitude 76°35'30" W.; to latitude 35°54'50" N., longitude 76°33'10" W.; to the point of beginning.
Designated altitudes. 1,000 feet above the surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

§ 73.54 North Dakota

§ 73.55 Ohio

R-5502 Lacarne, Ohio
Boundaries: Beginning at latitude 41°41'15" N., longitude 83°07'45" W.; to latitude 41°41'17" N., longitude 83°00'00" W.; to latitude 41°35'30" N., longitude 82°54'48" W.; to latitude 41°32'19" N., long. 83°00'05" W., to latitude 41°32'16" N., longitude 83°01'24" W., to latitude 41°36'54" N., longitude 83°07'45" W.; to the point of beginning.
Designated altitudes: April 1 to May 31 surface to and including 5,000 feet MSL; June 1 to July 31 surface to and including 23,000 feet MSL; and August 1 to November 30 surface to and including 5,000 feet MSL.
Time of designation: 0800 to 1600 local time Saturday and Sunday April 1 through May 31; 0800 to 1600 local time daily June 1 through July 31; 0800 to 1600 local time Saturday and Sunday August 1 through November 30; other dates, time and altitudes (not to exceed 23,000 feet MSL) by NOTAM, published at least 48 hours in advance.
Controlling agency: Federal Aviation Administration, Cleveland ARTC Center.
Using agency: The Adjutant General State of Ohio.

AMENDMENTS 11/12/70 35 F. R. 14693 (Changed)

R-5503 Wilmington, Ohio

Boundaries. Beginning at Lat. 39°08'20" N, Long. 83°02'00" W; to Lat. 38°48'30" N, Long. 83°02'00" W; to Lat. 38°58'30" N, Long. 84°05'00" W; to Lat. 39°12'30" N, Long. 84°05'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. 0800 to 2200 hours, local time, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

R-5504 Wilmington, Ohio

Boundaries. Beginning at latitude 39°30'00" N., longitude 83°02'00" W.; to latitude 39°08'20" N., longitude 83°02'00" W.; to latitude 39°12'30" N., longitude 84°05'00" W.; to latitude 39°15'45" N., longitude 84°05'00" W.; to latitude 39°17'50" N., longitude 84°02'30" W.; to latitude 39°26'05" N., longitude 83°48'10" W.; to latitude 39°30'00" N., longitude 83°38'35" W.; to the point of beginning.
Designated altitudes. 3,000 feet MSL to flight level 600.
Time of designation. 0800 to 2200 hours, local time, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

R-5505 Lake Erie, Ohio
Boundaries: Beginning at latitude 41°44'48" N., longitude 83°10'00" W.; thence to latitude 41°47'18" N., longitude 83°10'00" W.; thence to latitude 41°49'00" N., longitude 83°05'50" W.; thence to latitude 41°46'15" N., longitude 83°00'00" W.; thence to latitude 41°44'48" N., longitude 83°00'00" W.; thence to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation: 0800-2300 e.s.t., Wednesday through Saturday; 0800-1700 e.s.t., Sundays.
Controlling agency: Federal Aviation Administration, Cleveland Air Route Traffic Control Center.
Using agency: Commanding Officer, U. S. Naval Air Facility, Detroit, Mich.

AMENDMENTS 6/10/70 35 F. R. 8927 (Changed)

§ 73.56 Oklahoma

R-5601A Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15 N., longitude 98°20'55" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°40'12" N., longitude 98° 26'17" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; thence counterclockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°26'46" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.
Designated altitude. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, Fort Sill, Oklahoma.

R-5601B Fort Sill, Okla. -

Boundaries Beginning at latitude 34°38'15" N., longitude 98°26'46" W.; thence clockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; to latitude 34°40'12" N., longitude 98°26'17" W.; thence clockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°20'55" W.; thence to point of beginning.
Designated altitude. Surface to 23,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.
Using agency. Commanding General, Fort Sill, Okla.

R-5601C, Fort Sill, Okla.
Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" 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.

§ 73.57 Oregon

R-5701 Boardman Oreg.

Boundaries and designated altitudes. A 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W., surface to flight level 230; within 3 nautical miles either side of the 093° and 263° bearings from the center of the circle extending to 11 nautical miles from the center, excluding the airspace within 5 statute miles of the 256° radial of the Pendleton, Oreg., VOR, 20,000 feet MSL to flight level 230; within 2 nautical miles N and 3 nautical miles S of the 082° bearing from the center of the circle extending to a line one nautical mile W of and parallel to Butter Creek, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the E extremity; within 3 nautical miles either side of the 234° bearing from the center of the circle extending to 10 nautical miles from the center, excluding the airspace within VOR Federal airway No. 112, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the SW extremity; within 3 nautical miles either side of the 270° bearing from the center of the circle extending to 15 nautical miles from the center, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the W extremity.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-5704 Hermiston, Oreg.

Boundaries. Beginning at latitude 45°52'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°30'30" W.; to latitude 45°52'00" N.; longitude 119°30'30" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0800 to 2000 Pst, Monday through Friday.
Using agency. Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

R-5705 Warrenton, Oreg.
Boundaries: Beginning at latitude 46°10'00" N., longitude 124°03'00" W.; to latitude 46°09'00" N., longitude 123°57'00" W.; thence along a line one-half mile east of shoreline to latitude 46°05'00" N., longitude 123°55'30" W.; to latitude 46°01'00" N., longitude 123°57'30" W.; to latitude 46°01'03" N., longitude 123°59'50" W.; thence 3 nautical miles from and parallel to shoreline to point of beginning.
Designated altitudes: Surface to 14,500 feet MSL.
Time of designation: Various periods from June 1 to September 10 each year, with specific dates and times to be published by NOTAM.
Controlling agency: FAA, Seattle ARTC Center.
Using agency: Adjutant General Oregon National Guard.

R-5706 Boardman, Oreg.

Boundaries. Beginning at latitude 45°40'40" N., longitude 120°02'25" W.; to latitude 45°40'40" N., longitude 120°09'00" W.; to latitude 45°45'45" N., longitude 120°09'00" W.; thence east along the south shore of the Columbia River to latitude 45°51'00" N., longitude 119°40'00" W.; to latitude 45°53'00" N., longitude 119°31'00" W.; to latitude 45°46'35" N., longitude 119°31'00" W.; to latitude 45°46'10" N., longitude 119°35'00" W.; thence counterclockwise along the arc of a 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W.; to latitude 45°46'35" N., longitude 119°46'50" W.; to latitude 45°46'35" N., longitude 120°02'25" W.; to point of beginning.

Designated altitudes. 3,500 feet MSL to 10,000 feet MSL.

Time of designation. Continuous.

Controlling agency. FAA, Seattle ARTC Center.

Using agency. Commander, Fleet Air Whidbey, NAS Whidbey Island, Wash.

§ 73.58 Pennsylvania

R-5801 Chambersburg, Pa.

Boundaries. The arc of a circle, having a 5,000-foot radius, centered at latitude 39°59'44" N., longitude 77°43'55" W.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1600 EST, Monday through Friday.

Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

R-5802 Indiantown Gap, Pa.

Boundaries. Beginning at latitude 40°28'45" N., longitude 76°35'30" W.; to latitude 40°26'05" N., longitude 76°35'30" W.; to latitude 40°24'55" N., longitude 76°36'55" W.; to latitude 40°23'45" N., longitude 76°43'11" W.; to latitude 40°24'20" N., longitude 76°44'40" W.; to latitude 40°28'45" N., longitude 76°37'40" W.; to the point of beginning.

Designated altitudes. Surface to 13,000 feet MSL.

Time of designation. 0630 to 2400 local time, June 1 through August 31; 0800-1800 local time, Saturday and Sunday February 15 through May 31; 0800-1800 local time, Saturday and Sunday September 1 through December 15. Other dates and times by NOTAM, issued at least 48 hours in advance.

Controlling agency. Federal Aviation Administration, New York ARTC Center.

Using agency. Commanding General, Indiantown Gap Military Reservation, Annville, Pa.

R-5803 Chambersburg, Pa.

Boundaries. A circular area with a 2,400-foot radius centered at Lat. 40°02'29" N, Long. 77°44'20" W.

Designated altitudes. Surface to 4,000 feet MSL.

Time of designation. 0800 to 1600 EST, Monday through Friday.

Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

§ 73.59 Rhode Island

§ 73.60 South Carolina

R-6001 Fort Jackson, S. C.

Boundaries. Beginning at Lat. 34°03'51" N, Long. 80°42'12" W; to Lat. 34°01'40" N, Long. 80°42'15" W; to Lat. 34°01'50" N, Long. 80°55'15" W; to Lat. 34°02'21" N, Long. 80°56'02" W; to Lat. 34°04'45" N, Long. 80°53'02" W; to Lat. 34°06'19" N, Long. 80°48'47" W; to Lat. 34°05'58" N, Long. 80°46'05" W; to the point of beginning.

Designated altitudes. Surface to 24,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commanding General, Fort Jackson, S. C.

R-6002 Poinsett-Sumter, S. C.

Boundaries. Beginning at latitude 33°52'30" N., longitude 80°26'00" W.; to latitude 33°45'50" N., longitude 80°25'00" W.; to latitude 33°44'15" N., longitude 80°33'15" W.; to latitude 33°48'00" N., longitude 80°34'00" W.; to latitude 33°52'30" N., longitude 30°30'00" W.; to the point of beginning.

Designated altitudes. Surface to 13,000 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.

Using agency. Commander, Shaw AFB, S. C.

R-6004 Savannah River Plant, S. C.

Boundaries. Beginning at latitude 33°22'00" N., longitude 81°43'15" W.; to latitude 33°20'30" N., longitude 81°27'40" W.; to latitude 33°10'20" N., longitude 81°29'05" W.; to latitude 33°05'50" N., longitude 81°37'05" W.; to latitude 33°09'35" N., longitude 81°45'50" W.; to latitude 33°16'25" N., longitude 81°50'55" W.; to the point of beginning.

Designated altitudes. Unlimited.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Savannah River Plant, Aiken, S. C.

§ 73.61 South Dakota

R-6102 Badlands, South Dakota

Boundaries: Beginning at latitude 43°35'00" N., longitude 102°05'00" W.; to latitude 43°35'00" N., longitude 102°25'00" W.; to latitude 43°42'00" N., longitude 102°25'00" W.; to latitude 43°42'00"N., longitude 102°05'00" W. to the point of beginning.
Designated altitudes: Surface to 32,000 feet MSL.
Time of designation: A 2-week period annually between June 1 and August 31, to be publicized by NOTAM.
Using agency: The Adjutant General, State of South Dakota (147th Artillery Group, South Dakota Army National Guard).

§ 73.62 Tennessee

§ 73.63 Texas

R-6302A Fort Hood, Texas.

Boundaries. Beginning at latitude 31°06'06" N., longitude 97°32'42" W.; to latitude 31°08'20" N., longitude 97°39'28" W.; to latitude 31°10'04" N., longitude 97°41'06" W.; to latitude 31°10'39" N., longitude 97°43'19" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°09'02" N., longitude 97°45'25" W.; to latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°15'10" N., longitude 97°50'45" W.; to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°23'31" N., longitude 97°47'45" W.; to latitude 31°22'33" N., longitude 97°42'45" W.; to latitude 31°20'48° N., longitude 97°40'32" W.; to latitude 31°19'37" N., longitude 97°40'32" W.; to latitude 31°13'45" N., longitude 97°32'35" W.; to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

R-6302B Fort Hood, Texas
Boundaries. Beginning at latitude 31°08'20" N., longitude 97°39'28" W.; to latitude 31°09'03" N., longitude 97°41'18" W.; to latitude 31°09'40" N., longitude 97°41'20" W.; to latitude 31°09'40" N., longitude 97°43'19" W.; to latitude 31°08'45" N., longitude 97°43'30" W.' to latitude 31°09'02" N., longitude 97°45'25" W.; to latitude 31°09'52" N., longitude 97°44'45" W.; to latitude 31°10'39" N., longitude 97°43'19" W.; to latitude 31°10'04" N., longitude 97°41'06" W.' to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

R-6302C Fort Hood, Texas

Boundaries. Beginning at latitude 31°08'56" N., longitude 97°47'18" W.; to latitude 31°08'40" N., longitude 97°52'10" W.; to latitude 31°09'15" N., longitude 97°54'30" W.; to latitude 31°15'34" N., longitude 97°54'29" W.; to latitude 31°19'28" N., longitude 97°50'45" W.; to latitude 31°15'10" N., longitude 97°50'45" W.; to point of beginning.
Designated altitude. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commanding General, Fort Hood, Texas.

R-6303 Matagorda Island, Tex.

Boundaries. Beginning at latitude 28°15'20" N., longitude 96°26'50" W.; to latitude 28°18'55" N., longitude 96°27'45" W.; to latitude 28°20'55" N., longitude 96°29'15" W.; to latitude 28°12'00" N., longitude 96°46'00" W.; to latitude 28°07'00" N., longitude 96°42'00" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitude. Surface to flight level 450.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex. ARTC Center.
Using agency. Commander, Second Air Force, Barksdale AFB, La.

R-6304 Camp Bowie, Tex.

Boundaries: Beginning at latitude 31°41'00" N., longitude 98°58'00" W., to latitude 31°39'25" N., longitude 98°52'15" W., to latitude 31°34'30" N., longitude 98°54'10" W., to latitude 31°36'10" N., longitude 99°00'00" W., thence to point of beginning.
Designated altitudes: Surface to 6,000 feet MSL.
Time of designation: A 4-hour period commencing at official sunset, Monday through Thursday.
Using agency: Commander, 75th Tactical Reconnaissance Wing, Bergstrom AFB, Texas.
Controlling agency: Federal Aviation Administration, Air Route Traffic Control Center, Fort Worth, Texas.

AMENDMENTS 2/5/70 34 F. R. 19749 (Added)

R-6312 Cotulla, Tex.,
Boundaries: The area within 5 nmi of geographical points located at 28°14'50" N., 98°43'30" W.; and 28°05'53" N., 98°42'51" W.
Designated altitudes: Surface to 15,000 feet MSL except for the area west of a line between 28°17'40" N., 98°47'55" W., and 28°11'55" N., 98°48'00" W., and the area along Highway 624 extending $\frac{1}{4}$ mile each side where the floor is 1,000 feet AGL.
Time of designation: Sunrise to sunset.
Controlling agency. Federal Aviation Administration, ARTCC, Houston, Tex.
Using agency: Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

§ 73.64 Utah

R-6401 Deseret, Utah.

Boundaries. Beginning at Lat. 40°16'27" N, Long. 112°18'43" W; to Lat. 40°15'42" N. 112°18'43" W; to Lat. 40°15'42" N, Long. 112°21'01" W; to Lat. 40°16'27" N, Long. 112°21'01" W; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

R-6402 Deseret Test Center, Dugway, Utah

Boundaries. Beginning at latitude 40°25'00" N., longitude 112°56'00" W., to latitude 40°13'00" N., longitude 112°43'00" W., to latitude 39°49'00" N., longitude 112°43'00" W., to latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 40°20'20" N., longitude 113°20'02" W., to latitude 40°20'20" N., longitude 113°07'00" W., to latitude 40°25'00" N., longitude 113°07'00" W., to the point of beginning.
Designated altitudes. Surface to FL-400; joint use at and above FL 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commanding General, Deseret Test Center, Dugway, Utah.

AMENDMENTS 3/24/70 35 F. R. 5399 (Changed)

R-6403 Tooele, Utah

Boundaries. Beginning at latitude 40°30'44" N , longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°29'15" W.; to latitude 40°30'44" N., longitude 112°29'15" W.; to the point of beginning.
Designated altitude. Surface to 9,000 feet MSL.
Time of designation. 0800 to 2000 local time.
Using agency. Commanding Officer, Tooele Ordnance Depot, Tooele, Utah.

R-6404A Hill AFB Range South, Utah

Boundaries. Beginning at latitude 41°00'00" N., longitude 112°56'30" W.; to latitude 40°51'30" N., longitude 112°56'30" W.; to latitude 40°48'30" N., longitude 113°40'00" W.; to latitude 41°00'00" N., longitude 113°-41'40" W.; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6404B Hill AFB Range North, Utah

Boundaries. Beginning at latitude 41°10'40" N., longitude 112°45'00" W.; to latitude 41°00'00" N., longitude 112°45'00" W.; to latitude 41°00'00" N., longitude 113°41'40" W.; to latitude 41°15'00" N., longitude 113°43'50" W.; to the point of beginning.
Designated altitudes. Surface to flight level 600.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6405 Wendover, Utah

Boundaries. Beginning at latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°23'00" N., longitude 113°19'00" W., to latitude 39°23'00" N., longitude 113°48'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6406A, Wendover North, Utah.

Boundaries. Beginning at latitude 40°40'30" N., longitude 113°00'00" W., to latitude 40°29'00" N., longitude 113°00'00" W., to latitude 40°29'00" N., longitude 113°18'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to latitude 40°17'00" N., longitude 114°00'00" W., to latitude 40°38'30" N., longitude 114°00'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400; joint-use at and above 7,500 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6406B, Wendover South, Utah

Boundaries. Beginning at latitude 40°29'00" N., longitude 113°00'00" W., to latitude 40°25'00" N., longitude 112°56'00" W., to latitude 40°25'00" N., longitude 113°07'00" W., to latitude 40°20'20" N., longitude 113°07'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to latitude 40°29'00" N., longitude 113°18'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400; joint-use at and above FL 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6407 Deseret Test Center, Dugway, Utah

Boundaries. Beginning at latitude 40°20'20" N., longitude 113°20'02" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°55'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 114°00'00" W., to latitude 40°17'00" N., longitude 114°00'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 400; joint-use at and above FL 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commanding General, Deseret Test Center, Dugway, Utah

R-6408 Indian Creek, Utah.

Boundaries. Beginning at latitude 37°59'00" N., longitude 109°23'00" W.; to latitude 37°57'00" N., longitude 109°25'00" W.; to latitude 37°58'00" N., longitude 109°40'00" W.; to latitude 38°02'00" N., longitude 109°54'00" W.; to latitude 38°21'00" N., longitude 109°54'00" W.; to latitude 38°23'00" N., longitude 109°52'00" W.; to latitude 38°22'00" N., longitude 109°38'00" W.; to latitude 38°21'00" N., longitude 109°31'00" W.; to latitude 38°16'00" N., longitude 109°24'00" W.; to latitude 38°06'00" N., longitude 109°22'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Denver ARTC Center.
Using agency. Air Force Special Weapons Center, Kirtland AFB, N. Mex.
AMENDMENTS 9/9/70 35 F. R. 14199 (Changed)

R-6409 Green River, Utah.
Boundaries. Beginning at latitude 39°00'00" N., longitude 110°03'00" W.; to latitude 38°54'00" N., longitude 109°58'00" W.; to latitude 38°51'00" N., longitude 110°05'00" W.; to latitude 38°58'00" N., longitude 110°09'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Denver ARTC Center.
Using agency. Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 9/9/70 35 F. R. 14199 (Changed)

R-6410 Blanding, Utah
Boundaries: Beginning at latitude 37°33'00" N., longitude 109°33'00" W.; to latitude 37°21'00" N., longitude 109°21'00" W.; to latitude 37°17'00" N., longitude 109°29'00" W.; to latitude 37°31'00" N., longitude 109°36'00" W.; to point of beginning.
Designated altitudes: Surface to unlimited.
Time of designation: April 1, 1970, through August 8, 1970, and September 1, 1970, through December 15, 1970. All subsequent firing periods will be designated by a rule published in the Federal Register.
Controlling agency. Federal Aviation Administration, Denver ARTC Center.
Using agency. Air Force Special Weapons Center, Kirtland AFB, N. Mex.

AMENDMENTS 3/5/70 34 F. R. 19501 (Changed); 6/27/70 35 F. R. 10506 (Changed)
AMENDMENTS 9/9/70 35 F. R. 14199 (Changed)

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.

AMENDMENTS 8/20/70 35 F. R. 9247 (Changed)

§ 73.65 Vermont

R-6501 Underhill, Vt.
Boundaries. Beginning at latitude 44°30'00" N., longitude 72°52'00" W.; to latitude 44°27'00" N., longitude 72°52'00" W.; to latitude 44°27'00" N., longitude 72°55'00" W.; to latitude 44°28'30" N., longitude 72°56'30" W.; to latitude 44°29'15" N., longitude 72°56'30" W.; to latitude 44°30'00" N., longitude 72°53'30"W.; to the point of beginning.
Designated altitudes. Surface to 13,600 feet MSL.
Time of designation: Continuous, Monday through Saturday, other time by a NOTAM issued 24 hours in advance.
Controlling agency. Federal Aviation Administration, Burlington Approach Control.
Using Agency. Adjutant General, State of Vermont, Montpelier, Vt.

§ 73.66 Virginia

R-6601 Camp A. P. Hill, Va.

Boundaries. Beginning at latitude 38°06'50" N., longitude 77°10'34" W.; to latitude 38°05'30" N., longitude 77°09'06" W.; to latitude 38°04'40" N., longitude 77°10'20" W.; to latitude 38°03'12" N., longitude 77°09'35" W.; to latitude 38°02'22" N., longitude 77°11'40" W.; to latitude 38°02'30" N., longitude 77°14'40" W.; to latitude 38°01'50" N., longitude 77°16'08" W.; to latitude 38°02'15" N., longitude 77°18'04" W.; to latitude 38°03'40" N., longitude 77°18'45" W.; to latitude 38°04'37" N., longitude 77°18'45" W.; thence along highway U. S. 301 to latitude 38°08'01" N., longitude 77°14'04" W.; to latitude 38°07'53" N., longitude 77°13'40" W.; to latitude 38°06'46" N., longitude 77°12'21" W.; thence to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0700 to 2300 e.s.t., June 1 through September 8; and 0700 to 2300 e.s.t., September 9, through May 31, by NOTAM issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding General, U. S. Quartermaster Center and Fort Lee, Fort Lee, Va.

R-6602 Camp Pickett, Va.

Boundaries. Beginning at latitude 37°05'37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W.; to latitude 37°02'43" N., longitude 77°50'38" W.; to latitude 37°01'05" N., longitude 77°50'43" W.; to latitude 36°59'50" N., longitude 77°50'34" W.; to latitude 36°57'58" N., longitude 77°52'14" W.; to latitude 36°57'54" N., longitude 77°53'19" W.; to latitude 36°58'12" N., longitude 77°57'42" W.; to latitude 37°01'50" N., longitude 77°58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to point of beginning.

Designated altitudes. The area NW of a line between latitude 37°01'05" N., longitude 77°50'43" W., and latitude 36°57'54" N., longitude 77°53'19" W., surface to 18,500 feet MSL. The area SE of this line, surface to 1,900 feet MSL.

Time of designation. Continuous from June 1 through September 8; 0600 EST Saturday to 2200 EST Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use.

Using Agency. Commanding General U.S . Army Quartermaster Center and Fort Lee, Fort Lee, Va.

R-6604 Chincoteague Inlet, Va.

Boundaries. Beginning at Lat. 37°56'45" N. Long. 75°27'30" W; to Lat. 37°51'30" N, Long. 75°17'15" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 37°38'45" N, Long. 75°31'20" W; to Lat. 37°50'24" N, Long. 75°31'20" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency. Chief, Wallops Station, National Aeronautics and Space Administration, Wallops Island, Va.

R-6606 Pendleton, Va.

Boundaries. Beginning at Lat. 36°50'41" N, Long. 75°54'40" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 36°34'33" N, Long. 75°48'40" W; to Lat. 36°45'03" N, Long. 75°56'12" W; to Lat. 36°44'45" N, Long. 75°57'05" W; to Lat. 36°44'39" N, Long. 75°58'00" W; to Lat. 36°47'00" N, Long. 75°58'45" W; to Lat. 36°47'18" N, Long. 75°56'54" W; to the point of beginning.

Designated altitudes: Surface to 51,000 feet MSL.

Time of designation. 0800 to 1700 EST Monday through Friday, except that portion north of latitude 36°41'42" N., from the surface to 1,000 feet MSL, which is continuous.

Using agency. Commanding Officer. U. S. Fleet Air Defense Training Center, Dam Neck, Va.

R-6608 Quantico, Va.

Boundaries. Beginning at latitude 38°31'15" N., longitude 77°24'20" W.; to latitude 38°29'00" N., longitude 77°28'45" W.; to latitude 38°31'20" N., longitude 77°34'07" W.; to latitude 38°37'00" N., longitude 77°34'07" W.; to latitude 38°37'50" N., longitude 77°32'20" W.; to latitude 38°37'00" N., longitude 77°25'34" W.; to latitude 38°34'00" N., longitude 77°24'00" W.; to the point of beginning.

Designated altitudes. Surface to 10,000 feet MSL.

Time of designation: 0700 to 2400 local time.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commandant, Marine Corps Schools, Quantico, Va.

AMENDMENTS 7/23/70 35 F. R. 12271 (Changed)

R-6609 Tangier Island, Va.

Boundaries: Beginning at latitude 37°53'10" N., longitude 76°14'00" W.; to latitude 37°55'15" N., longitude 76°02'30" W.; to latitude 37°50'00" N., longitude 76°00'52" W.; to latitude 37°41'00" N., longitude 76°00'52" W.; to latitude 37°40'00" N., longitude 76°01'30" W.; to latitude 37°40'00" N., longitude 76°10'00" W.; to latitude 37°45'00" N., longitude 76°11'33" W.; to point of beginning.

Designated altitudes: Surface to FL 200.

Time of designation: 0800 to 2300 hours, local time, other times by NOTAM issued at least 48 hours in advance.

Controlling agency: Federal Aviation Administration, Washington ARTC Center.

Using agency: Commanding Officer, NAS Patuxent River, Md.

R-6611 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°21'30" N, Long. 77°01'15" W; to Lat. 38°17'30" N, Long. 76°56'00" W; to Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to Lat. 38°19'15" N. Long. 77°02'00" W; to the point of beginning.

Designated altitudes. Surface to flight level 400.

Time of designation: 0800 to 1700 e.s.t., Monday through Saturday September 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

R-6612 Dahlgren Complex, Va.

Boundaries. Two overlapping circular areas with 7,000-foot radii centered at Lat. 38°17'59" N, Long. 77°02'15" W, and Lat. 38°18'23" N, Long. 77°02'57" W.
Designated altitudes. Surface to 7,000 feet MSL.
Time of designation: 0800 to 1700 e.s.t., Monday through Saturday Sept. 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

R-6613 Dahlgren Complex, Va.

Boundaries. Beginning at Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'30" N, Long. 76°46'35" W; to Lat. 38°10'00" N, Long. 76°50'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to the point of beginning.
Designated altitudes. Surface to flight level 400.
Time of designation: 0800 to 1700 e.s.t., Monday through Saturday Sept. 1 through May 31; 0700 to 1600 e.s.t. Monday through Saturday June 1 through August 31.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Proving Grounds, Dahlgren, Va.

§ 73.67 Washington

R-6701 Admiralty Inlet, Wash.

Boundaries. Beginning at Lat. 48°10'00" N, Long. 122°34'48" W; to Lat. 48°05'45" N, Long. 122°31'30" W; to Lat. 48°06'06" N; Long. 122°41'12" W; to Lat. 48°10'00" N, Long. 122°40'56" W; to the point of beginning.
Designated altitudes: Surface to 5,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

AMENDMENTS 10/10/70 35 F. R. 15983 (Changed)

R-6703 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°03'10" N., longitude 122°31'25" W.; to latitude 47°02'30" N., longitude 122°31'40" W.; to latitude 47°02'30" N., longitude 122°31'00" W.; to latitude 47°00'40" N., longitude 122°31'25" W.; to latitude 47°00'40" N., longitude 122°32'55" W.; to latitude 46°58'05" N., longitude 122°34'00" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 47°04'25" N., longitude 122°35'15" W.; to the point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

R-6704 Fort Lewis, Wash.

Boundaries. Beginning at latitude 47°04'25" N., longitude 122°35'15" W.; to latitude 46°58'05" N., longitude 122°37'50" W.; to latitude 46°54'35" N., longitude 122°41'25" W.; to latitude 46°54'05" N., longitude 122°45'00" W.; to latitude 46°57'12" N., longitude 122°46'50" W.; to latitude 47°00'40" N., longitude 122°41'40" W.; to latitude 47°04'35" N., longitude 122°41'30" W.; to latitude 47°05'25" N., longitude 122°38'00" W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

R-6707 Queets, Wash.

Boundaries. Beginning at Lat. 47°29'25" N, Long. 124°25'00" W; clockwise along the arc of a 3-mile radius circle centered at Lat. 47°27'00" N, Long. 124°24'15" W to Lat. 47°24'25" N, Long. 124°24'30" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Commander Fleet Air Whidbey, NAS Whidbey Island, Wash.

R-6714 Yakima, Wash.

Boundaries. Beginning at latitude 46°51'00" N., longitude 119°58'00" W.; along the W. shore of the Columbia River to latitude 46°39'00" N., longitude 119°55'30" W.; to latitude 46°33'00" N., longitude 119° 55'30" W.; to latitude 46°33'00" N., longitude 120°13'00" W.; to latitude 46°40'35" N., longitude 120°26'35" W.; to latitude 46°43'00" N., longitude 120°26'38" W.; to latitude 46°51'00" N., longitude 120°21'30" W.; to latitude 46°51'00" N., longitude 120°16'30" W.; to latitude 46°54'30" N., longitude 120°15'00" W.; clockwise along the arc of a 12-mile radius circle centered at latitude 46°44'45" N., longitude 120°20'00" W.; to latitude 46°51'00" N., longitude 120°08'30" W.; to the point of beginning.
Designated altitudes. Surface to 38,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commanding General, Fort Lewis, Wash.

R-6715 Richland, Wash.

Boundaries. Beginning at latitude 46°44'25" N.; longitude 119°25'00" W.; to latitude 46°39'30" N.; longitude 119°25'00" W.; thence along the northeast bank of the Columbia River to latitude 46°34'10" N.; longitude 119°20'00" W.; to latitude 46°30'00" N.; longitude 119°20'00" W.; to latitude 46°30'00" N.; longitude 119°15'30" W.; thence along the east bank of the Columbia River to latitude 46°21'30" N.; longitude 119°15'20" W.; to latitude 46°21'30" N.; longitude 119°18'00" W.; to latitude 46°23'20" N.; longitude 119°24'50" W.; thence along State Highway Nos. 240 and 24 to point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Using agency. Manager, Atomic Energy Commission, Richland, Washington.

§ 73.68 West Virginia

§ 73.69 Wisconsin

R-6901 Camp McCoy, Wis.

Boundaries. Beginning at latitude 44°08'40" N., longitude 90°44'00" W.; to latitude 44°08'40" N., longitude 90°40'20" W., to latitude 44°09'30" N., longitude 90°40'20" W.; to latitude 44°09'30" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°36'45" W.; to latitude 44°00'00" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°35'46" W.; to latitude 43°56'20" N., longitude 90°44'00" W.; to point of beginning.
Designated altitudes. Surface to 25,000 feet MSL.
Time of designation. May 23 through September 5.
Using agency. Commanding Officer, Camp McCoy, Wis.

R-6903 Sheboygan, Wis.

Boundaries. Beginning at latitude 43°19'00" N., longitude 87°41'00" W.; to latitude 44°05'30" N., longitude 87°29'45" W.; to latitude 44°02'00" N., longitude 87°02'30" W.; to latitude 43°15'30" N., longitude 87°14'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wisconsin.

R-6904 Volk Field. Wis.

Boundaries. Beginning at Lat. 44°16'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 89°59'00" W; to Lat. 44°12'00" N, Long. 90°07'00" W; to Lat. 44°16'00" N, Long. 90°07'00" W; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wis.

§ 73.70 Wyoming

R-7001 Guernsey. Wyo.

Boundaries. Beginning at latitude 42°27'30" N., longitude 104°52'30" W., latitude 42°27'30" N., longitude 104°42'30" W., latitude 42°22'30" N., longitude 104°42'30" W., latitude 42°20'00" N., longitude 104°52'30" W., thence to point of beginning.
Designated altitudes. Surface to 23,500 feet MSL.
Time of designation. 0430 to 2400 MST, May 15 through September 5.
Controlling agency. Federal Aviation Administration, Casper, Wyo., Flight Service Station.
Using agency. Adjutant General, State of Wyoming.

§ 73.71 Puerto Rico

R-7101 Culebra Island, P. R.

Boundaries. The airspace over Culebra Island and the surrounding waters extending to the 3-nautical-mile limit from the shoreline.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, San Juan ARTC Center.
Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

AMENDMENTS 7/23/70 35 F. R. 7786 (Rewritten)

R-7103 Salinas, P. R.
SUBAREA A
Boundaries: Beginning at latitude 18°03'00" N., longitude 66°14'35" W.; to latitude 18°01'16" N., longitude 66°15'14" W.; to latitude 17°59'57" N., longitude 66°16'00" W.; to latitude 17°59'16" N., longitude 66°17'11" W.; to latitude 18°01'00" N., longitude 66°19'58" W.; to latitude 18°01'53" N., longitude 66°18'53" W.; to latitude 18°02'34" N., longitude 66°18'47" W.; to latitude 18°03'25" N., longitude 66°17'54" W.; to latitude 18°04'07" N., longitude 66°17'00" W.; to point of beginning.

SUBAREA B
Boundaries: Beginning at latitude 18°03'00" N., longitude 66°14'35" W.; to latitude 18°02'37" N., longitude 66°13'39" W.; to latitude 17°58'53" N., longitude 66°15'22" W.; to latitude 17°58'30" N., longitude 66°16'30" W.; to latitude 17°59'00" N., longitude 66°17'37" W.; to latitude 17°59'16" N., longitude 66°17'11" W.; to latitude 17°59'57" N., longitude 66°16'00" W.; to latitude 18°01'16" N., longitude 66°15'14" W.; to point of beginning.

SUBAREA C
Beginning at latitude 17°59'16" N., longitude 66°17'11" W.; to latitude 17°59'00" N., longitude 66°17'37" W.; to latitude 17°59'44" N., longitude 66°19'17" W.; to latitude 18°00'27" N., longitude 66°18'58" W.; to point of beginning.
Designated altitudes: Subarea A, Surface to 12,000 feet MSL. Subarea B, 3,000 feet MSL to 12,000 feet MSL. Subarea C, 2,000 feet MSL to 12,000 feet MSL.
Time of designation: Continuous, June 1 through August 31, other times as activated by NOTAMs issued at least 24 hours in advance.
Controlling agency: Federal Aviation Administration, San Juan ARTC Center.
Using agency: The Adjutant General, Commonwealth of Puerto Rico.

R-7104 Vieques Island, P. R.
Boundaries. The airspace over Vieques Island and the surrounding waters extending to the 3-nautical-mile limit from the shoreline.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, San Juan ARTC Center.
Using agency. Commander, Caribbean Sea Frontier, San Juan, P. R.

AMENDMENTS 7/23/70 35 F. R. 7786 (Rewritten)

§ 73.72 Guam

R-7201 Farallon De Medinilla 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.

AMENDMENTS 11/12/70 35 F. R. 14693 (Rewritten)

§ 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 Lutz Memorial Bridge over the Tidal Basin (latitude 38°53'12" N.; longitude 77°02'28" W.);
Thence west via a 285° bearing, 0.6 mile, to the southwest corner of the Lincoln Memorial, the point of beginning.
B. That area within a one-half mile radius from the center of the U. S. Naval Observatory located between Wisconsin and Massachusetts Avenues at 34th Street NW. (latitude 38°55'17" N.; longitude 77°04'02" W.).
Designated altitudes: Surface to 18,000 feet MSL.
Time of designation: Continuous.
Using agency: Administrator, Federal Aviation Administration, Washington, D. C.

§73.88

P-29 Key Biscayne, Fla.

Boundaries: That airspace within a 1 nautical mile radius of latitude 25°41'25" N., longitude 80°10'02" W.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§73.89

P-25 San Mateo Point, Calif.

Boundaries: That airspace within a 1-nautical-mile radius of the San Mateo Point Loran Station, latitude 33°23'32" N., longitude 117°35'37" W.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. Continuous.
Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§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.

AMENDMENTS 2/24/70 35 F. R. 3755 (Added) Corr: 35 F. R. 4053
AMENDMENTS 11/2/70 35 F. R. 17249 (Changed)

§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.

AMENDMENTS 4/30/70 35 F. R. 5466 (Added); Corr: 35 F. R. 6917

§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.

AMENDMENTS 6/25/70 35 F. R. 7051 (Added)

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 Jet advisory areas
75.17 Bearings; Radials; Miles

SUBPART B -- JET ROUTES
Sec.
75.100 Jet routes

SUBPART C -- JET ADVISORY AREAS
Sec.
75.200 En route jet advisory areas.
75.300 Terminal jet advisory areas

SUBPART 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 areas described in Subpart C are designated as jet advisory areas along specified jet route segments, VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between high altitude navigational facilities, centerlines of control areas, or in the vicinity of specific geographic locations. 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 Jet Advisory Areas

(a) Jet advisory areas consist of airspace within the continental control area, as designated in Subpart C.

(b) En route radar jet advisory areas consist of areas within which jet advisory service is provided with radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the jet route segment from flight level 240 through flight level 410, inclusive.

(c) Terminal radar jet advisory areas consist of areas in which jet advisory service is provided with radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control areas from flight level 240 through flight level 410, inclusive.

(d) Nonradar jet advisory areas consist of areas within which jet advisory service is provided on a procedural basis without radar surveillance. Unless otherwise designated, each of them includes the area within 14 miles on each side of the jet route segment from flight level 270 through flight level 310, inclusive, and from flight level 370 through flight level 410, inclusive.

(e) Jet advisory areas do not include the airspace within positive control areas, prohibited areas, or restricted areas except restricted area military climb corridors and those restricted areas specified in Subpart D of Part 71.

(f) En route jet advisory areas are based on jet routes and are identified by the associated jet route number. Terminal jet advisory areas are based on VOR/VORTAC radials, bearings from L/MF navigational facilities, direct courses between navigational facilities, or centerlines of control areas and those in the vicinity of geographical locations, and are identified by geographical names.

§75.17 Bearings; Radials; Miles

(a) All bearings and radials in this Part are true and are applied from point of origin.

(b) Unless otherwise specified, all mileages in this Part are stated as nautical miles.

SUBPART B -- JET ROUTES

§75.100 Jet Routes.

SUBPART C -- JET ADVISORY AREAS

§ 75.200 En route Jet Advisory Areas.

§ 75.300 Terminal Jet Advisory Areas.

SUBPART 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 (United States/Mexican border to Seattle, Wash.).

From the INT of the United States/Mexican border with the direct course between the San Diego VORTAC and the Tijuana, Mexico, RBN, via San Diego; Oceanside, Calif.; Los Angeles, Calif.; INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; Oakland, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg., to Seattle, Wash.

Jet Route No. 2 (San Diego, Calif., to Jacksonville, Fla.).

From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz.; INT of the Yuma 087° and the Gila Bend, Ariz., 262° radials; Gila Bend; San Simon, Ariz.; El Paso, Texas; Fort Stockton, Texas; Junction, Tex.; San Antonio, Tex.; Humble, Texas; Lake Charles, La.;
INT of the Lake Charles 089° and the New Orleans, La., 275° radials; New Orleans; INT of the New Orleans 066° and the Crestview, Fla., 266° radials; Crestview; INT of the Crestview 091° and the Tallahassee, Fla., 290° radials; Tallahassee; to Jacksonville, Fla.

Jet Route No. 3 (Oakland, Calif., to Kimberly, British Columbia, Canada),

From Oakland, Calif., via Red Bluff, Calif.; Lakeview, Oreg.; John Day, Oreg.; Spokane, Wash., to Kimberley, British Columbia, excluding the portion that lies over Canadian territory.

AMENDMENTS 12/10/70 35 F. R. 15210 (Changed)

Jet Route No. 4 (Los Angeles, Calif., to Wilmington, N. C.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Blythe, Calif., 282° radials; Blythe; the INT of the Blythe 096° and the Gila Bend, Ariz., 299° radials; Gila Bend; San Simon, Ariz.; El Paso, Tex.; Wink, Tex.; Abilene, Tex.; Greater Southwest, Tex.; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; INT of the Meridian 089° and the Montgomery, Ala., 282° radials; Montgomery;
Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.; Florence, S. C.; to Wilmington, N. C.

Jet Route No. 5 (Los Angeles, Calif., to Seattle, Wash.).

From Los Angeles, Calif., via the INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Reno, Nev.; Lakeview, Oreg.; to Seattle, Wash.

Jet Route No. 6 (Paso Robles, Calif., to Robbinsville, N. J.).

From the INT of the Salinas, Calif., 145° and the Palmdale, Calif., 291° radials via Palmdale; Hector, Calif.; Needles, Calif.; Prescott, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Little Rock, Ark.; Bowling Green, Ky.; Charleston, W. Va.; Front Royal, Va.; Westminster, Md.; INT of Westminster 080° and Robbinsville, N. J. 239° radials; to Robbinsville.

AMENDMENTS 2/5/70 34 F. R. 18451 (Changed)
AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 7 (Oakland, Calif., to the United States/Canadian Border).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Rome, Oreg.; Boise, Idaho; Dillon, Mont.; Great Falls, Mont.;
via the Great Falls 040° radial to the United States/Canadian Border.

Jet Route No. 8 (Amarillo, Tex., to Robbinsville, N. J.).

From Amarillo, Tex., via Kingfisher, Okla.; 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.

AMENDMENTS 2/5/70 34 F. R. 18451 (Changed)
AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 9 (Los Angeles, Calif., to Great Falls, Mont.).
From Los Angeles, Calif., via Hector, Calif.; Boulder City, Nev.; Milford, Utah; Fairfield, Utah; Salt Lake City, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

AMENDMENTS 5/28/70 35 F. R. 6491 (Changed)

Jet Route No. 10 (Los Angeles, Calif. to Denver, Colo.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Farmington, N. Mex., Gunnison, Colo.; Denver, Colo.

Jet Route No. 11 (Tucson, Ariz., to Salt Lake City, Utah)

From Tucson, Ariz., via INT Tucson 316° and Phoenix, Ariz., 161° radials; Phoenix; Prescott, Ariz.; Bryce Canyon, Utah; Fairfield, Utah; to Salt Lake City, Utah.

AMENDMENTS 5/28/70 35 F. R. 6491 (Changed)

Jet Route No. 12 (Salt Lake City, Utah, to Grand Junction, Colo.)

From Salt Lake City, Utah, via Fairfield, Utah; to Grand Junction, Colo.

AMENDMENTS 11/12/70 35 F. R. 14693 (Added)

JET ROUTE No. 13 (El Paso, Texas, to the United States/Canadian Border.)

From El Paso, Texas, via the INT of the El Paso 281° and the Truth or Consequences, N. Mex., 162° radials; Truth or Consequences;
Albuquerque, N. Mex.; Alamosa, Colo.; Denver, Colo.; Cheyenne, Wyo.; Crazy Woman, Wyo.,
Billings, Mont., Great Falls, Mont.; via the Great Falls 339° radial to the United States/Canadian Border.

Jet Route No. 14 (Amarillo, Tex., to Kenton, Del.).

From Amarillo, Tex., via Oklahoma City, Okla.; Little Rock, Ark.; Birmingham, Ala.; to Atlanta, Ga.; Spartanburg, S. C.; Greensboro, N. C.; to Richmond, Va.; to the INT of the Richmond 039° and the Coyle, N. J., 235° radials.

Jet Route No. 15 (Humble, Tex., to Portland, Oreg.).

From Humble, Tex., via Austin, Tex.; Junction, Tex.;
Wink, Tex.; Roswell, N. Mex.; INT of the Roswell 319°.and the Albuquerque,
N. Mex., 128° radials; Albuquerque; Farmington, N. Mex.; Grand Junction, Colo.; Salt Lake City, Utah; Boise, Idaho; John Day, Oreg.; INT John Day 288° and Portland, Oreg., 136° radials; to Portland.

Jet Route No. 16 (Portland, Oreg., to Boston, Mass.).

From Portland, Oreg., via Pendleton, Oreg.; Whitehall, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; Milwaukee, Wis.; 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.

AMENDMENTS 4/30/70 35 F. R. 2819 (Changed)

Jet Route No. 17 (San Antonio, Texas, to Rapid City, S. Dak.).

From San Antonio, Texas, via Abilene, Texas; Amarillo, Texas; Pueblo, Colo.; Denver, Colo., to Rapid City, S. Dak.

Jet Route No. 18 (San Diego, Calif., to Joliet, Ill.).

From San Diego, Calif., via Imperial, Calif.; Yuma, Ariz., INT of the Yuma 087° and the Gila Bend, Ariz., 262° radials; Gila Bend; Phoenix, Ariz.; St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; Salina, Kans.; Kirksville, Mo.; Bradford; to Joliet, Ill.

AMENDMENTS 9/17/70 35 F. R. 11683 (Changed)

Jet Route No. 19 (Phoenix, Ariz., to St. Louis, Mo.)

From Phoenix, Ariz., via St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Liberal, Kans.; Wichita, Kans.; Butler, Mo.; to St. Louis, Mo.

Jet Route No. 20 (Seattle, Wash., to Orlando, Fla.).

From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; McCall, Idaho; Pocatello, Idaho; Rock Springs, Wyo.; Denver, Colo.; Lamar, Colo.; Liberal, Kans.; INT Liberal 137° and Oklahoma City, Okla., 282° radials; Oklahoma City; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; INT of the Meridian 089° and the Montgomery, Ala. 282° radials; Montgomery; Tallahassee, Fla.; INT Tallahassee 129° and Orlando, Fla., 306° radials; Orlando; to the INT of the Orlando 118° and the Vero Beach, Fla., 341° radials.

AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

Jet Route No. 21 (United States/Mexican Border to Duluth, Minn.).

From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex.; Austin, Tex.; INT Austin 016° and Greater Southwest, Tex., 190° radials; Greater Southwest; INT Greater Southwest 356° and Oklahoma City, Okla., 158° radials; Oklahoma City; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn.; to Duluth, Minn.

Jet Route No. 22 (Laredo, Texas, to Gordonsville, Va.).

From Laredo, Tex., via Corpus Christi, Tex.; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; Lake Charles, La.; McComb, Miss.; Meridian, Miss., Birmingham; Knoxville, Tenn.; Pulaski, Va.; to Gordonsville, Va.

Jet Route No. 23 (San Antonio, Tex., to Wichita, Kans.).

From San Antonio, Tex., via Mineral Wells, Tex.; Oklahoma City, Okla; Ponca City, Okla.; to Wichita, Kans.

AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

Jet Route No. 24 (Kansas City, Mo., to Richmond, Va.).

From Kansas City, Mo., via St. Louis, Mo.; Indianapolis, Ind.; Falmouth, Ky.; Charleston, W. Va.; to Richmond, Va.

Jet Route No. 25 (United States/Mexican Border to Minneapolis, Minn.).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 311° and the San Antonio, Tex., 167° radials; San Antonio; Austin, Tex.; INT Austin 016° and Greater Southwest, Tex. 190° radials; Greater Southwest; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Des Moines, Iowa, 196° radials; Des Moines; Mason City, Iowa; to Minneapolis, Minn.

Jet Route No. 26 (El Paso, Texas, to Joliet, Ill.)

From El Paso, Tex., via the INT of El Paso 069° and Roswell, N. Mex., 215° radials; Roswell; Amarillo, Texas; Gage, Okla.; Wichita, Kans.; Kansas City, Mo.; Kirksville, Mo.; Bradford; to Joliet, Ill.

AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

Jet Route No. 27 (San Antonio, Tex., to Lufkin, Tex.).

From San Antonio, Tex., to Lufkin, Tex.

Jet Route No. 28 (Pueblo, Colo., to Wichita, Kans.).

From Pueblo, Colo., via Garden City, Kans., to Wichita, Kans.

Jet Route No. 29 (United States/Mexican Border to Presque Isle, Maine).

From the INT of the United States/Mexican Border and the Brownsville, Tex., 187° radial via Brownsville; INT of the Brownsville 357° and the Corpus Christi, Tex., 179° radials; Corpus Christi; INT of the Corpus Christi 049° and the Houston, Tex., 226° radials; Houston; INT of Houston 348° and Lufkin, Tex., 204° radials; Lufkin;
Shreveport, La.; Memphis, Tenn.; Evansville, Ind.; INT of Evansville 051° and Rosewood, Ohio, 230° radials; Rosewood; Cleveland, Ohio; Jamestown, N. Y.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine to Presque Isle, Maine.

Jet Route No. 30 (Minneapolis, Minn. to Front Royal, Va.).

From Minneapolis, Minn., via Nodine, Minn.;
Joliet, Ill.; via the INT of the Joliet 108° and the Fort Wayne, Ind., 279° radials; Fort Wayne; Appleton, Ohio; INT of Appleton 111° and Belaire, Ohio, 142° radials; to Front Royal, Va.

Jet Route No. 31 (New Orleans, La., to Birmingham, Ala.).

From New Orleans, La., via Meridian, Miss.; to Birmingham.

Jet Route No. 32 (Oakland, Calif., to Duluth, Minn.).

From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Battle Mountain, Nev.; Malad City, Idaho; Boysen Reservoir,
Wyo.; Crazy Woman, Wyo., Dupree, S. Dak.; Aberdeen, S. Dak.; Duluth, Minn.; to the INT of the Duluth 051° radial and the United States/Canadian Border.

Jet Route No. 33 (Humble, Tex., to Greater Southwest, Tex.).

From Humble, Tex., via INT Humble 347° and Greater Southwest, Tex., 139° radials; to Greater Southwest.

Jet Route No. 34 (Seattle, Wash., to Westminster, Md.).

From Seattle, Wash., via Ephrata, Wash.; Helena, Mont.; Billings, Mont.; Dupree, S. Dak.; Redwood Falls, Minn.; Nodine,
Minn.; Milwaukee, Wis.; INT of Milwaukee 098° and Carleton, Mich., 297° radials; Carleton; Cleveland, Ohio; Bellaire, Ohio; to INT of Bellaire 104° and Westminster, Md., 247° radials.

Jet Route No. 35 (New Orleans, La., to Northbrook, Ill.).

From New Orleans, La., via the INT of the New Orleans 357° and the Jackson, Miss., 184° radials; Jackson; Memphis, Tenn.; Farmington, Mo.; St. Louis, Mo.;
Capital, Ill.; the INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet, to Northbrook, Ill.

AMENDMENTS 8/20/70 35 F. R. 9247 (Changed)

Jet Route No. 36 (Dickinson, N. Dak., to Huguenot, N. Y.).

From Dickinson, N. Dak., via Fargo, N. Dak.; Minneapolis, Minn.; Nodine, Minn.; Milwaukee, Wis.; INT Milwaukee 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.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 37 (New Orleans, La., to United States/Canadian Border).

From New Orleans, La., via INT of the New Orleans 066° and the Montgomery, Ala., 230° radials; Montgomery; Atlanta, Ga.; Spartanburg, S. C.; Gordonsville, Va.; INT of the Gordonsville 059° and the Coyle, N. J., 235° radials; Coyle; Kennedy, N.Y.; Albany, N.Y.; Massena, N. Y. to the INT of the Massena 037° radial and the United States/Canadian Border.

Jet Route No. 38 (United States/Canadian Border to Peck, Mich.).

From the INT of the United States/Canadian Border and the direct radial between Duluth, Minn., and Sioux Narrows, Ont., via Duluth; Green Bay, Wis., to Peck, Mich.

AMENDMENTS 8/18/70 - 35 F. R. 13118 (Changed)

Jet Route No. 39 (Crestview, Fla., to Rosewood, Ohio).

From Crestview, Fla., via Montgomery, Ala.; Birmingham, Ala.; INT of the Birmingham 360° and the Nashville, Tenn., 191° radials; Nashville; Louisville, Ky., to Rosewood, Ohio.

Jet Route No. 40 (Montgomery, Ala., to Ironsides, Md.).

From Mongomery, Ala., via the INT of the Montgomery 068° and the Macon, Ga., 268° radials; Macon; Charleston, S. C.; Wilmington, N. C.; Richmond, Va.; to the INT of the Richmond 009° and the Gordonsville, Va., 059° radials.

Jet Route No. 41 (Key West, Fla., to Omaha, Nebr.).

From Key West, Fla., via INT of Key West 358° and St. Petersburg, Fla., 151° radials; St. Petersburg; Tallahassee, Fla.; Montgomery, Ala.; Birmingham, Ala.; Memphis, Tenn.; Springfield, Mo., Kansas City, Mo., to Omaha, Nebr.

Jet Route No. 42 (Greater Southwest, Texas to Hampton, N. Y.).

From Greater Southwest, Texas via Texarkana, Ark.; Memphis, Tenn.; Nashville, Tenn.; Beckley, W. Va.; Casanova, Va.; INT Casanova 051° and Westminster, Md., 080° radials; INT Westminster 080° and Robbinsville, N. J. 239° radials; Robbinsville; INT Robbinsville 073° and Harpton 223° radials; to Harpton.

AMENDMENTS 2/5/70 34 F. R. 18451 (Changed)
AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 43 (Miami, Fla. to Sault Ste. Marie, Mich.).

From Miami, Fla., via INT of Miami 316° and St. Petersburg, Fla., 133° radials; St. Petersburg; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Falmouth, Ky.; Rosewood, Ohio; Carleton, Mich., to Sault Ste. Marie, Mich.

Jet Route No. 44 (Phoenix, Ariz., to Farmington, N. Mex.).

From Phoenix, Ariz., via Winslow, Ariz., to Farmington, N. Mex.

Jet Route No. 45 (Jacksonville, Fla., to Aberdeen, S. Dak.).

From Jacksonville, Fla., via Alma, Ga.; Atlanta, Ga.; Nashville, Tenn.; INT of the Nashville 316° and the St. Louis, Mo., 129° radials; St. Louis; Des Moines, Iowa, Sioux Falls, S. Dak.; to Aberdeen, S. Dak.

Jet Route No. 46 (Tulsa, Okla., to Knoxville, Tenn.).

From Tulsa, Okla., via Walnut Ridge, Ark.; Nashville, Tenn., to Knoxville, Tenn.

Jet Route No. 47 (Charleston, S. C., to Spartanburg, S. C.)

From Charleston, S. C., via Columbia, S. C., to Spartanburg, S. C.

Jet Route No. 48 (Pulaski, Va., to Boston, Mass.).

From Pulaski, Va., via Westminster, Md.; Sparta, N. J.; Putnam, Conn.; to Boston, Mass.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 49 (Phillipsburg, Pa., to the United States/Canadian Border).

From Phillipsburg, Pa., via Hancock, N. Y.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine; to INT of the Presque Isle 038° radial and the United States/Canadian Border.

Jet Route No. 50 (El Paso, Texas, to Crestview, Fla.).

From El Paso, Texas, via Wink, Texas; Abilene, Tex.; Waco, Texas; Lufkin, Texas; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

Jet Route No. 51 (Jacksonville, Fla., to Norfolk, Va.).

From Jacksonville, Fla., via Savannah, Ga.; Columbia, S. C.; Raleigh-Durham, N.C.; to Norfolk, Va.

Jet Route No. 52 (Denver, Colo., to Richmond, Va.).

From Denver, Colo., via Lamar, Colo.; Liberal, Kans.; INT Liberal 137° and Ardmore, Okla., 309° radials; Ardmore; Greater Southwest, Texas; Texarkana, Ark.; Greenwood, Miss.; Columbus, Miss.; Birmingham, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.,; Raleigh-Durham, N. C.; to Richmond, Va.

AMENDMENTS 2/5/70 34 F. R. 19595 (Changed)
AMENDMENTS 9/17/70 35 F. R. 10506 (Changed)

Jet Route No. 53 (Key West, Fla., to Kleinburg, Ontario, Canada).

From Key West, Fla., via Miami, Fla.; Orlando, Fla.; Jacksonville, Fla.; INT of the Jacksonville 343° and the Augusta, Ga., 189° radials; Augusta; Spartanburg, S. C.; Pulaski, Va.; INT of Pulaski 015° and Ellwood City, Pa., 177° radials; Ellwood City; to Kleinburg, Ontario, Canada. The portion within Canada is excluded.

Jet Route No. 54 (Pendleton, Oreg., to Pocatello, Idaho).

From Pendleton, Oreg., via Boise, Idaho, to Pocatello, Idaho.

Jet Route No. 55 (Jacksonville, Fla., to United States/Canadian Border).

From Jacksonville, Fla., via Savannah, Ga.; Charleston, S. C.; Florence, S. C.; INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va.; INT of the Flat Rock 025° and the Gordonsville, Va., 059° radials; INT of the Grodonsville 059 and Sea Isle, N. J., 257° radials; Sea Isle; INT of Sea Isle 040° and Putnam, Conn., 217° radials; Putnam; Kennebunk, Maine; Bangor, Maine; Presque Isle, Maine; to Mont Joli, Quebec, Canada, excluding the portion within Canada.

Jet Route No. 56 (Salt Lake City, Utah, to Denver, Colo.).

From Salt Lake City, Utah, via Meeker, Colo., to Denver, Colo.

Jet Route No. 57 (Truth or Consequences, N. Mex., to Albuquerque, N. Mex.)

From Truth or Consequences, N. Mex., via Socorro, N. Mex.; to Albuquerque, N. Mex.

AMENDMENTS 7/23/70 35 F. R. 8926 (Added)

Jet Route No. 58 (Oakland, Calif., to New Orleans, La.).

From Oakland, Calif., via Stockton, Calif.; Coaldale, Nev.; Wilson Creek, Nev.; Bryce Canyon, Utah; Farmington, N. Mex.; Las Vegas, N. Mex.; Amarillo, Texas; Wichita Falls, Texas; Greater Southwest, Texas; Alexandria, La.; INT of the Alexandria 126° and the New Orleans, La., 295° radials; 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 133° and Biscayne Bay, Fla., 301° radials; to Biscayne Bay.

AMENDMENTS 2/5/70 34 F. R. 19749 (Changed)

Jet Route No. 59 (Philipsburg, Pa., to Syracuse, N. Y.).

From Philipsburg, Pa., to Syracuse, N. Y.

Jet Route No. 60 (Los Angeles, Calif., to Robbinsville, N. J.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Boulder City, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Hayes Center, Nebr.; Lincoln, Nebr.; INT Lincoln 089° and Iowa City, Iowa, 252° radials; Iowa City; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.; INT Phillipsburg 100° and Robbinsville, N. J., 293° radials; to Robbinsville.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 61 (Westminster, Md. to Buffalo, N. Y.).

From Westminster, Md., via Philipsburg, Pa., to Buffalo, N. Y.

Jet Route No. 62 (Kennedy, N. Y., to Nantucket, Mass.).

From Kennedy, N.Y., via the INT of the Kennedy 080° and the Nantucket, Mass., 255° radials, to Nantucket.

Jet Route No. 63 (Tuna INT to Syracuse, N. Y.)

From the Tuna INT (INT of Kennedy, N. Y., 143° radial, 128 NM from Kennedy) via Kennedy; Huguenot, N. Y.; INT of Huguenot 321° and Syracuse, N. Y., 149° radials; to Syracuse.

Jet Route No. 64 (Los Angeles, Calif., to Robbinsville, N. J.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Hill City, Kans.; Pawnee City, Nebr.; Lamoni, Iowa; Bradford, Ill.; via the INT of the Bradford 089° and the Fort Wayne, Ind., 279° radials; Fort Wayne; Ellwood City, Pa.; to Robbinsville, N. J.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 65 (Phoenix, Ariz., to Red Bluff, Calif.).

From Phoenix, Ariz., via the INT of the Phoenix 272° and the Blythe, Calif., 096° radials; Blythe; Palmdale; INT of the Palmdale 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Fresno, Calif.; Sacramento, Calif.; to Red Bluff, Calif.

Jet Route No. 66 (Greater Southwest, Tex., to Rome, Ga.).

From Greater Southwest, Tex., via Little Rock, Ark.; Memphis, Tenn.; INT Memphis 096° and Rome, Ga., 286° radials; to Rome.

AMENDMENTS 6/25/70 35 F. R. 7109 (Rewritten)

Jet Route No. 67 (Lakeview, Oreg., to Portland, Oreg.)

From Lakeview, Oreg., direct Portland, Oreg.

Jet Route No. 68 (Milwaukee, Wis., to Nantucket, Mass.).

From Milwaukee, Wis., via INT Milwaukee 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.

AMENDMENTS 4/2/70 35 F. R. 6 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 69 (Mobile, Ala., to Birmingham, Ala.).
From Mobile, Ala., via INT of the Mobile 015° and the Birmingham, Ala., 232° radials; to Birmingham.

Jet Route No. 70 (Hoquiam, Wash., to Kennedy, N. Y.)(Joins Canadian High Level Airway No. 70).

From Hoquiam, Wash., via Seattle, Wash.; Ephrata, Wash.; Mullan Pass, Idaho; Lewiston, Mont.; Dickinson, N. Dak.; Aberdeen, S. Dak.; Minneapolis, Minn.; INT of the Minneapolis 109° and the Milwaukee, Wis., 312° radials; Milwaukee; Pullman, Mich.; Salem, Mich.; Jamestown, N. Y.; Sparta, N. J.; to Kennedy, N. Y.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 71 (Memphis, Tenn., to Northbrook, Ill.).

From Memphis, Tenn., via Centralia, Ill.; to Northbrook, Ill.

Jet Route No. 72 (Boulder City, Nev., to Greater Southwest, Tex.).

From Boulder City, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Texico, N. Mex.; Wichita Falls, Texas; to Greater Southwest, Texas.

Jet Route No. 74 (Los Angeles, Calif., to Greater Southwest, Tex.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; St. Johns, Ariz.; Socorro, N. Mex.; Texico, N. Mex.; Wichita Falls, Tex.; to Greater Southwest, Tex.

Jet Route No. 75 (Miami, Fla., to the United States/Canadian Border).

From Miami, Fla., via the INT of the Miami 297° and the Lakeland, Fla., 175° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; INT Alma 034° and Columbia, S. C., 201° radials; Columbia; Greensboro, N. C.; Gordonsville, Va.; Westminster, Md.; Huguenot, N. Y.; Albany, N. Y.; Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian Border.

AMENDMENTS 4/2/70 35 F. R. 2726 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

Jet Route No. 76 (Boulder City, Nev., to Greater Southwest, Texas).

From Boulder City, Nev., via Tuba City, Ariz.; Las Vegas, N. Mex.; Amarillo, Texas; Wichita Falls, Texas; to Greater Southwest, Texas.

Jet Route No. 77 (Miami, Fla., to Boston, Mass.)

From Biscayne Bay, Fla., via the INT of Biscayne Bay 021° and Vero Beach, Fla., 143° radials; Vero Beach; Daytona Beach, Fla.; Jacksonville, Fla.; Charleston, S. C.; Wilmington, N. C.; Gordonsville, Va; Westminster, Md.; Huguenot, N. Y.; to Boston, Mass.

AMENDMENTS 4/2/70 35 F. R. 1221 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

Jet Route No. 78 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Tulsa, Okla.; Farmington, Mo.; Louisville, Ky., Charleston, W. Va.; Philipsburg, Pa.; INT Phillipsburg 083° and Keating, Pa., 099° radials; to Kennedy, N. Y.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 79 (Miami, Fla., to Kennedy, N. Y.).

From Biscayne Bay, Fla., via the INT of Biscayne Bay 348° and Vero Beach, Fla., 178° radials; Vero Beach; Daytona Beach, Fla.; INT of Daytona Beach 360°, Savannah, Ga., 180° and Jacksonville, Fla., 028° radials; Charleston, S. C.; Wilmington, N. C.; Norfolk, Va.; INT of Norfolk 023° and Coyle, N. J., 208° radials; Coyle; to Kennedy, N. Y.

AMENDMENTS 4/2/70 35 F. R. 1221 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

Jet Route No. 80 (Oakland, Calif. to Kennedy, N. Y.).

From Oakland, Calif., via Stockton, Calif., Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Grand Junction, Colo.; Denver, Colo.; Goodland, Kans.; Hill City, Kans; Salina, Kans.; Kansas City, Mo.; Capital, Ill.; Indianapolis, Ind.; Bellaire, Ohio; Coyle, N. J.; to Kennedy, N. Y.

Jet Route No. 81 (Miami, Fla., to Barracuda, Fla., INT).

From Miami, Fla., via Orlando, Fla., to the INT of the Melbourne, Fla., RR 055° and the Bimini, Bahamas, RBN 008° bearings.

Jet Route No. 82 (Portland, Oreg. to Albany, N. Y.).

From Portland, Oreg., via McCall, Idaho; Dubois, Idaho; Crazy Woman, Wyo.; Rapid City, S. Dak; Sioux Falls, S. Dak.; Fort Dodge, Iowa; Dubuque, Iowa; INT of Dubuque 095° and Joliet, Ill., 317° radials; Joliet; Cleveland, Ohio; Jamestown, N. Y.; to Albany, N. Y.

Jet Route No. 83 (Knoxville, Tenn., to Cleveland, Ohio).

From Knoxville, Tenn., via the INT of the Knoxville 018° and the Appleton, Ohio, 189° radials; Appleton; to Cleveland, Ohio.

Jet Route No. 84 (Oakland, Calif., to Northbrook, Ill.).

From Oakland, Calif., via Linden, Calif.; Mina, Nev.; Currant, Nev.; Delta, Utah; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

Jet Route No. 85 (Miami, Fla., to Salem, Mich.) (Joins Canadian High Level Airway No. 85).

From Miami, Fla., via the INT of the Miami 316° and the Lakeland, Fla., 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Augusta, Ga.; Spartanburg, S. C.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio 172° radials; Cleveland; to Salem, Mich. The portion within Canada is excluded.

Jet Route No. 86 (Boulder City, Nev. to Miami, Fla.).

From Boulder City, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; El Paso, Tex.; Fort Stockton, Texas; Junction, Tex.; Austin, Tex.; Humble, Tex.; Grand Isle, La.; INT of Grand Isle 104° and Sarasota, Fla., 286° radials; Sarasota; INT of Sarasota 133° and Biscayne Bay, Fla., 301° radials; to Biscayne Bay.

AMENDMENTS 2/5/70 34 F. R. 19749 (Changed)

Jet Route No. 87 (Humble, Texas to Northbrook, Ill.).

From Humble, Tex., via INT Humble 332° and Greater Southwest, Tex., 154° radials; Greater Southwest; Tulsa, Okla.; Butler, Mo.; INT of the Butler 009° and the Kirksville, Mo., 242° radials; Kirksville; Bradford; Joliet, Ill., to Northbrook, Ill.

Jet Route No. 88 (Los Angeles, Calif., to Oakland, Calif.).

From Los Angeles, Calif., via INT of the Los Angeles 303° and the Santa Barbara, Calif., 109° radials; Santa Barbara; Salinas, Calif.; INT of the Salinas 310° and the Oakland, Calif., 170° radials; to Oakland.

Jet Route No. 89 (Miami, Fla., to Duluth, Minn.).

From Miami, Fla. via the INT of the Miami 316° and the Lakeland, Fla. 154° radials; Lakeland; Gainesville, Fla.; INT of the Gainesville 350° and the Alma, Ga., 182° radials; Alma; Atlanta, Ga.; Louisville, Ky.; Lafayette, Ind.; Northbrook; Milwaukee, Wis., to Duluth, Minn.

Jet Route No. 90 (Seattle, Wash., to Northbrook, Ill.).

From Seattle, Wash., via Ephrata, Wash.; Mullan Pass, Idaho; Lewistown, Mont.; Miles City, Mont.; Aberdeen, S. Dak.; Redwood Falls, Minn.; Mason City, Iowa; INT of the Mason City 095° and the Northbrook, Ill., 293° radials; to Northbrook.

Jet Route No. 91 (Atlanta, Ga., to Cleveland, Ohio).

From Atlanta, Ga., via Knoxville, Tenn.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio, 172° radials; to Cleveland.

Jet Route No. 92 (Reno, Nev., to Tucson, Ariz.).

From Reno, Nev., via Coaldale, Nev.; Beatty, Nev.; INT Beatty 142° and Boulder City, Nev., 272° radials; Boulder City; Prescott, Ariz.; Phoenix, Ariz.; to Tucson, Ariz.

Jet Route No. 94 (Oakland, Calif., to Boston, Mass.).

From Oakland, Calif., via Stockton, Calif.; Reno, Nev.; Battle Mountain, Nev.; Lucin, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; Fort Dodge, Iowa; Dubuque, Iowa; Northbrook; Pullman, Mich.; 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.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 95 (Kennedy, N. Y., to the United States/Canadian Border).

From Kennedy, N. Y., via Huguenot, N. Y., Buffalo, N. Y.; to Kleinburg, Ontario, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 96 (Los Angeles, Calif., to Joliet, Ill.).
From Los Angeles, Calif. via Ontario, Calif.; INT of Ontario 093° and Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Garden City, Kans.; Salina, Kans.; Kirksville, Mo.; Bradford, Ill.; to Joliet, Ill.

AMENDMENTS 9/17/70 35 F. R. 11683 (Changed)

Jet Route No. 97 (Nantucket, Mass., to Plattsburgh, N. Y.).

From Nantucket, Mass., via Boston, Mass., to Plattsburgh, N. Y.

Jet Route No. 98 (Liberal, Kans., to Farmington, Mo.).

From Liberal, Kans., via Gage, Okla.; Oklahoma City, Okla.; via Tulsa, Okla.; Springfield, Mo.; to Farmington, Mo.

AMENDMENTS 3/5/70 35 F. R. 146 (Changed)

Jet Route No. 99 (Atlanta, Ga., to Northbrook, Ill.).

From Atlanta, Ga., via Nashville, Tenn.; Lewis, Ind.; to Northbrook, Ill.

Jet Route No. 100 (Los Angeles, Calif., to Northbrook, Ill.).
From Los Angeles, Calif., via Hector, Calif.; Boulder City, Nev.; Bryce Canyon, Utah; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

Jet Route No. 101 (Humble, Texas to Sault Ste. Marie, Mich.).

From Humble, Texas, via Lufkin, Texas; Shreveport, La.; Little Rock, Ark.; St. Louis, Mo.; Capital, Ill.; INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet; Northbrook, Ill.; Milwaukee, Wis.; Green Bay, Wis.; to Sault Ste. Marie, Mich.

Jet Route No. 102 (Alamosa, Colo. to Hill City, Kans.).

From Alamosa, Colo., via Lamar, Colo.; to Salina, Kans.

Jet Route No. 103 (St. Petersburg, Fla., to Savannah, Ga.).

From St. Petersburg, Fla., via Orlando, Fla.; Daytona Beach, Fla.; to Savannah, Ga.

Jet Route No. 104 (Gila Bend, Ariz., to Denver, Colo.).

From Gila Bend, Ariz., via Tucson, Ariz.; San Simon, Ariz.; Socorro, N. Mex.; Las Vegas, N. Mex.; Pueblo, Colo.; to Denver, Colo.

Jet Route No. 105 (Greater Southwest, Tex., to Milwaukee, Wis.).

From Greater Southwest, Tex., via Fayetteville, Ark.; Springfield, Mo.; Bradford, Ill.; to Milwaukee, Wis.

Jet Route No. 106 (Minneapolis, Minn., to Kennedy, N. Y.).
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.

AMENDMENTS 4/2/70 35 F. R. 6 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 107 (Los Angeles, Calif., to Kenora, Ontario, Canada).

That airspace over United States territory from Los Angeles, Calif., via Hector, Calif.; Boulder City, Nev.; Milford, Utah; Delta, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., to Kenora, Ontario, Canada.

Jet Route No. 108 (Winslow, Ariz., to St. Johns, Ariz.)

From Winslow, Ariz., to St. Johns, Ariz.

Jet Route No. 109 (Wilmington, N. C., to Buffalo, N. Y.).

From Wilmington, N. C., via Gordonsville, Va.; Front Royal, Va.; to Buffalo, N. Y.

AMENDMENTS 12/10/70 35 F. R. 15908 (Changed)

Jet Route No. 110 (Oakland, Calif., to Kennedy, N. Y.).

From Oakland, Calif., via INT of the Oakland 170° and the Salinas, Calif., 310° radials; Salinas; Fresno, Calif.; Boulder City, Nev.; Tuba City, Ariz.; Farmington, N. Mex.; Alamosa, Colo.; Garder City, Kans.; Butler, Mo.; St. Louis, Mo.; Indianapolis, Ind.; Bellaire, Ohio; Coyle, N. J.; to Kennedy, N. Y.

Jet Route No. 111 (Nome, Alaska, to Middleton Island, Alaska.).

From Nome, Alaska, via Unalakleet, Alaska; McGrath, Alaska; Anchorage, Alaska; to Middleton Island, Alaska.

Jet Route No.112 (Butler, Mo., to Louisville, Ky.).

From Butler, Mo., via Farmington, Mo., to Louisville, Ky.

Jet Route No. 113 (Northbrook, Ill., to Minneapolis, Minn.).
From Northbrook, Ill., via Dubuque, Iowa; to Minneapolis, Minn.

Jet Route No. 114 (Denver, Colo. to Minneapolis, Minn.).

From Denver, Colo.; O'Neill, Nebr.; Sioux Falls, S. Dak.; to Minneapolis, Minn.

AMENDMENTS 5/28/70 35 F. R. 6491 (Changed) 7/23/70 35 F. R. 7553 (Changed)

Jet Route No. 115 (Shemya, Alaska to Deadhorse, Alaska).

From Shemya, Alaska, RBN, via Adak, Alaska, RBN; Nikolski, Alaska, RBN; Cold Bay, Alaska; King Salmon, Alaska; INT King Salmon 053° and Kenai, Alaska, 239° radials; Kenai; Anchorage, Alaska; Fairbanks, Alaska; Chandalar, Alaska, RBN (CQR); Sagwon, Alaska, RBN; to Deadhorse, Alaska, RBN.

AMENDMENTS 4/2/70 35 F. R. 2583 (Rewritten); Corr: 35 F. R. 5007; Eff. date changed 4/30/70 35 F.R. 5465
AMENDMENTS 8/20/70 35 F. R. 10655 (Changed); 12/10/70 35 F. R. 14986 (Changed)

Jet Route No. 116 (Salt Lake City, Utah, to Denver, Colo.).

From Salt Lake City, Utah, via Fairfield, Utah; Meeker, Colo.; to Denver, Colo.

AMENDMENTS 7/23/70 35 F. R. 7553 (Added)

Jet Route No. 117 (McGrath, Alaska, to Kotzebue, Alaska).

From McGrath, Alaska, via Galena, Alaska; to Kotzebue, Alaska, RBN.

Jet Route No. 118 (Memphis, Tenn., to Spartanburg, S. C.)

From Memphis, Tenn., via Chattanooga, Tenn., to Spartanburg, S. C.

Jet Route No. 119 (Miami, Fla., to Alma, Ga.)

From Miami, Fla., via the INT of the Miami 297° and the St. Petersburg, Fla., 151° radials; St. Petersburg; to Alma, Ga.

Jet Route No. 120 (Bethel, Alaska, to Barter Island, Alaska).

From Bethel, Alaska, via McGrath, Alaska; Fairbanks, Alaska; Fort Yukon, Alaska; to the Barter Island, Alaska, RBN.

Jet Route No. 121 (Norfolk, Va., to Providence, R. I.).

From Norfolk, Va., via INT of Norfolk 023° and Sea Isle, N. J., 212° radials; Sea Isle; INT of Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; Providence, R. I.; to INT of Providence 045° and Boston, Mass., 066° radials.

Jet Route No. 122 (Nenana, Alaska, to Nome, Alaska).

From Fairbanks, Alaska, via Galena, Alaska; to Nome, Alaska.

Jet Route No. 123 From INT Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., via Kodiak; to King Salmon, Alaska.

Jet Route No. 124 (Anchorage, Alaska to Northway, Alaska).

From Anchorage, Alaska, via Big Lake, Alaska; Gulkana, Alaska; to Northway, Alaska.

Jet Route No. 125 (Kodiak, Alaska, to Flaxman Island, Alaska).

From Kodiak, Alaska, via Anchorage, Alaska; Talkeetna, Alaska; Nenana, Alaska; Chandalar Lake, Alaska, RBN; to Flaxman Island, Alaska, RBN.
AMENDMENTS 8/20/70 35 F. R. 10655 (Changed); Corr: 35 F. R. 11683

Jet Route No. 126 (Los Angeles, Calif., to Seattle, Wash.).

From Los Angeles, Calif., via the INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; INT of the Avenal 329° and the Stockton, Calif., 164° radials; Stockton; Sacramento, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg.; to Seattle, Wash.

Jet Route No. 127 (King Salmon, Alaska, to Anchorage, Alaska)

From King Salmon, Alaska, via INT King Salmon 042° and Anchorage, Alaska, 246° radials to Anchorage.

AMENDMENTS 12/10/70 35 F. R. 14986 (Added)

Jet Route No. 128 (Los Angeles, Calif. to Northbrook, Ill.).

From Los Angeles, Calif., via Hector, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Gunnison, Colo.; Denver, Colo.; Hays Center, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

Jet Route No. 131 (San Antonio, Tex., to Evansville, Ind.).

From San Antonio, Tex., via INT San Antonio 007° and Greater Southwest, Tex., 219° radials; Greater Southwest; Texarkana, Ark.; Little Rock, Ark,; to Evansville, Ind.

Jet Route No. 132 (Fort Dodge, Iowa, to Mason City, Iowa).

From Fort Dodge, Iowa, to Mason City, Iowa.

Jet Route No. 133 (Annette Island, Alaska, to Anchorage, Alaska)..

From Annette Island, Alaska, via Biorka Island, Alaska; Hinchinbrook, Alaska, RR; Johnstone Point, Alaska; to Anchorage, Alaska.

Jet Route No. 134 (Los Angeles, Calif., to Front Royal, Va.).

From Los Angeles, Calif., via Ontario, Calif.; INT of the Ontario 093° and the Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Winslow, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Liberal, Kans.; Wichita, Kans.; Butler, Mo.; St. Louis, Mo.; Falmouth, Ky.; INT of Falmouth 085° and Front Royal, Va., 264° radials; to Front Royal.

Jet Route No. 136 (Newport, Oreg. to Spokane, Wash.).

From Newport, Oreg., via Portland, Oreg., Yakima, Wash., to Spokane, Wash.

Jet Route No. 138 (Fort Stockton, Tex., to Houston, Tex.).

From Fort Stockton, Tex.; San Antonio, Tex.; to Houston, Tex.

Jet Route No. 139 (Bettles, Alaska, to Deadhorse, Alaska).

From the Bettles, Alaska, RBN to the Deadhorse, Alaska, RBN.

AMENDMENTS 8/20/70 35 F. R. 10655 (Added)

Jet Route No. 142 (San Simon, Ariz., to Socorro, N. Mex.)

From San Simon, Ariz., via the INT of the San Simon 038° and the Socorro, N. Mex., 233° radials; to Socorro.

AMENDMENTS 7/23/70 35 F. R. 8926 (Added)

Jet Route No. 144 (Wolbach, Nebr., to Dubuque, Iowa).

From Wolbach, Nebr.; via Des Moines, Iowa; to Dubuque, Iowa.

Jet Route No. 145 (Charleston, W. Va., to Bellaire, Ohio).

From Charleston, W. Va., to Bellaire, Ohio.

Jet Route No. 146 (Los Angeles, Calif., to Kennedy, N. Y.).

From Los Angeles, Calif., via Ontario, Calif.; Hector, Calif.; Boulder, Nev.; Dove Creek, Colo.; Gunnison, Colo.; Goodland, Kans.; Lincoln, Nebr.; INT Lincoln 089° and Iowa City, Iowa, 252° radials; Iowa City; 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.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
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Jet Route No. 147 (Beckley, W. Va., to Gordonsville, Va.)

From Beckley, W. Va., to Gordonsville, Va.

Jet Route No. 148 (Delta, Utah, to O'Neill, Nebr.).

From Delta, Utah, via Myton, Utah; Cheyenne, Wyo.; to O'Neill, Nebr.

Jet Route No. 149 (Casanova, Va., to Fort Wayne, Ind.).

From Casanova, Va., via INT of Casanova 280° and Rosewood, Ohio, 116° radials; Rosewood; to Fort Wayne, Ind.

Jet Route No. 150 (Hampton, N. Y., to Striper INT).

From Hampton, N. Y., via Hyannis, Mass.; to the INT of Hyannis 068° and Boston, Mass., 097° radials.

Jet Route No. 151 (Birmingham, Ala., to Billings, Mont.).

From Birmingha, Ala., via INT Birmingham 335° and Farmington, Mo., 139° radials; Farmington; St. Louis, Mo.; Des Moines, Iowa; O'Neill, Nebr.; Rapid City, S. Dak.; to Billings, Mont.

AMENDMENTS 6/25/70 35 F. R. 7109 (Changed)

Jet Route No. 152 (Capital, Ill., to New Holland, Pa.).

From Capital, Ill., via INT of Capital 091° and Rosewood, Ohio, 263° radials; Rosewood; INT Rosewood 084° and Harrisburg, Pa., 277° radials; Harrisburg; to INT Harrisburg 096° and Sparta, N. J., 231° radials.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
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Jet Route No. 153 (From Shad INT to Sea Isle, N. J.)

From Shad INT (INT of Sea Isle, N. J. 134° radial, 118 NM from Sea Isle to Sea Isle.

Jet Route No. 154 (Battle Mountain, Nev., to Rock Springs, Wyo.).

From Battle Mountain, Nev., via Bonneville, Utah; Salt Lake City, Utah; to Rock Springs, Wyo.

Jet Route No. 155 (Chandalar Lake, Alaska, to Oliktok, Alaska)

From the Chandalar Lake, Alaska, RBN to the Oliktok, Alaska, RBN.

AMENDMENTS 8/20/70 35 F. R. 10655 (Added)

Jet Route No. 156 (Wilson Creek, Nev., to Meeker, Colo.).

From Wilson Creek, Nev., to Meeker, Colo.

Jet Route No. 158 (Mina, Nev., to Malad City, Idaho).

From Mina, Nev., via Lucin, Utah; to Malad City, Idaho.

AMENDMENTS 1/8/70 34 F. R. 17105 (Added)

Jet Route No. 162 (Cleveland, Ohio, to Front Royal, Va.).

From Cleveland, Ohio, via Bellaire, Ohio, INT of Bellaire 142° and Front Royal, Va., 283° radials; to Front Royal.

Jet Route No. 174 (Hampton, N. Y., to Herring INT).

From Hampton, N. Y., via Hyannis, Mass.; to the INT of Hyannis 080° and Nantucket, Mass., 066° radials.

Jet Route No. 500 (Thunder Bay, Ontario, to Fredericton, New Brunswick). (joins Canadian high level airway 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.

AMENDMENTS 2/26/70 35 F. R. 3659 (Changed)

Jet Route No. 501 (Oakland, Calif., to Bethel, Alaska) (Join Canadian High Level Airway No. 501).

From Oakland, Calif., via INT Oakland 305° and Ukiah, Calif., 172° radials; Ukiah; Medford, Oreg.; Hoquiam, Wash.; Neah Bay, Wash., RBN; Tofino, British Columbia, Canada, RBN; Cape Scott, British Columbia, Canada, RBN; Sandspit, British Columbia, Canada; Biorka Island, Alaska; Yakutat, Alaska; Johnstone Point, Alaska; Anchorage, Alaska; to Bethel, Alaska, excluding the airspace within Canada.

Jet Route No. 502 (Seattle, Wash., to Kotzebue, Alaska) (Joins Canadian High Level Airway No. 502).

From Seattle, Wash.; via Victoria, British Columbia, Canada; Malcolm Island, Alaska; Annette Island, Alaska; Sisters Island, Alaska; Burwash Landing, Yukon Territory Canada, RR; Northway, Alaska; Fairbanks, Alaska; to Kotzebue, Alaska, excluding the airspace within Canada.

Jet Route No. 503(Seattle, Wash., to United States/Canadian Border) (joins Canadian High Level airway No. 503).

From Seattle, Wash., to the United States/Canadian Border via the Seattle direct radial to Princeton, British Columbia.

Jet Route No. 505 (Seattle, Wash., to the United States/Canadian border) (Joins Canadian high level airway No. 505)

From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian border.

Jet Route No. 506 (Millinocket, Maine, to United States/Canadian border). (Joins Canadian high level airway No. 506).

From Millinocket, Maine, via the intersection of Millinocket 114° and St. John, N. B., 267° radials; to the intersection of the St. John 267° radial with the United States/Canadian-border.

Jet Route No. 507 (Deadhorse, Alaska, to Annette Island, Alaska)

From Deadhorse, Alaska, RBN to Fort Yukon, Alaska, RBN (FTO). From Northway, Alaska, via Yakutat, Alaska; Sisters Island, Alaska; to Annette Island, Alaska, excluding the portion within Canada.

AMENDMENTS 4/2/70 35 F. R. 2583 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
AMENDMENTS 8/20/70 35 F. R. 10655 (Changed)

Jet Route No. 509 (Long Lake, N.Y., to United States/Canadian border) (Joins Canadian high level airway No. 509)

From the INT of Albany, N.Y., 343° and St. Eustache, Quebec, 188° radials to the INT of the St. Eustache 188° radial with the United States/Canadian border.

Jet Route No. 511 (Dillingham, Alaska, to the United States/Canadian border); (Joins Canadian high level airway No. 511).

From Dillingham, Alaska, via Anchorage, Alaska; Big Lake, Alaska; Gulkana, Alaska; to Burwash Landing, Yukon Territory, Canada, RR, excluding the portion which lies over Canadian territory.

Jet Route No. 513 (Thunder Bay, Ontario, Canada, to Sudbury, Ontario, Canada). (Joins Canadian high level airway No. HL-513).

From Thunder Bay, Ontario, Canada, direct to Sudbury, Ontario, Canada, excluding the portion within Canada.

AMENDMENTS 2/26/70 35 F. R. 3659 (Changed)

Jet Route No. 515 (Fargo, N. Dak., via the United States/Canadian border, to Point Barrow, Alaska). (Joins Canadian high level airway No. 515.)

From Fargo, N. Dak., via Pembina, N. Dak., to the INT of Pembina 356° radial and the United States/Canadian border. From the INT of Northway, Alaska, 121° radial and the United States/Canadian border via Northway to Fairbanks, Alaska; Bettles, Alaska; to Point Barrow, Alaska, RBN (PBA).

AMENDMENTS 4/2/70 35 F. R. 2583 (Changed); Eff. date changed 4/30/70 35 F. R. 5465

Jet Route No. 516 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway No. 516).

From Great Falls, Mont., via the Great Falls 339° radial to the United States/Canadian border.

Jet Route No. 517 (Boise, Idaho to the United States/Canadian border); (joins Canadian high level airway No. 517).

From Boise, Idaho, via Spokane, Wash., to Kimberley, British Columbia, Canada, excluding the portion which lies over Canadian territory.

AMENDMENTS 12/10/70 35 F. R. 15210 (Changed)

Jet Route No. 518 (Cleveland, Ohio, to Westminster, Md.).

From Cleveland, Ohio, via INT of Cleveland 120° and Westminster, Md., 288° radials; to Westminster.

Jet Route No. 522 (From the United States/Canadian border to Huguenot, N. Y.). (Joins Canadian High Level Airway No. 522.)

From Kleinburg, Ont., Canada, via Hancock, N. Y., to Huguenot, N. Y., excluding the airspace within Canada.

PENDING AMENDMENT

Jet Route No. 522 (Green Bay, Wis., to Huguenot, N. Y.) (Joins Canadian High Level airway 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.

AMENDMENTS 2/4/71 35 F. R. 19348 (Rewritten)

Jet Route No. 523 (Seattle, Wash., to Neah Bay, Wash., Sandspit, British Columbia, Canada, to Annette Island, Alaska.).

From Seattle, Wash., to the Neah Bay, Wash., RBN. From Sandspit, British Columbia, Canada, to Annette Island, Alaska; excluding the airspace within Canada.

Jet Route No. 525 (Sandspit, British Columbia, Canada, to Annette Island, Alaska) (Joins Canadian High Level Airway No. 525).

From the Sandspit, British Columbia, Canada, RR to Annette Island, Alaska, RR, excluding the airspace within Canada.

Jet Route No. 530 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway No. 530).

From Great Falls, Mont., via the Great Falls 040° radial to the United States/Canadian border.

Jet Route No. 531 (Buffalo, N. Y., to Sault Ste. Marie, Mich.) (Joins Canadian high level airway No. 531.).

From Buffalo, N. Y., via Kleinburg, Ont., Canada; Wiarton, Ont., Canada; to Sault Ste. Marie, Mich., excluding the portion which lies over Canadian territory.

Jet route No. 532 (Pembina, N. Dak., to the United States/Canadian Border) (joins Canadian high level airway No. 532).

From Pembina, N. Dak., to the United States/Canadian Border via the Pembina to Red Lake, Ontario RBN direct radial.

Jet Route No. 533 (Duluth, Minn., to the United States/Canadian Border) (joins Canadian high level airway No. 533).

From Duluth, Minn., to the United States/Canadian border via the Duluth to Thunder Bay, Ontario, direct radial.

AMENDMENTS 2/26/70 35 F. R. 3659 (Changed)

Jet Route No. 536 (Sisters Island, Alaska, to Whitehorse, Yukon Territory, Canada). (Joins Canadian high level airway No. 536).

From Sisters Island, Alaska, to Whitehorse, Yukon Territory, Canada, excluding the portion within Canada.

AMENDMENTS 4/2/70 35 F. R. 2584 (Added); Eff. date changed 4/30/70 35 F. R. 5465

Jet Route No. 538 (Duluth, Minn., to the United States/Canadian border); (joins Canadian high level airway No. 538).

From the INT of the United States/Canadian border and the direct radial between Duluth, Minn., and Kenora, Ont., to Duluth.

Jet Route No. 540 (Mullan Pass, Idaho, to the United States/Canadian border)(Joins Canadian high level airway No. 540).

From Mullan Pass, Idaho, to the INT of Mullan Pass 041° radial and the United States/Canadian border.

AMENDMENTS 5/28/70 35 F. R. 6006 (Added)

Jet Route No. 545 (Cleveland, Ohio, to the United States/Canadian Border)(joins Canadian High Level Airway No. 545).

From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/Canadian Border.

Jet Route No. 546 (Peck, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 546).

From Peck, Mich., to the United States/Canadian Border via the Peck to Kleinburg, Ontario direct radial.

Jet Route No. 547 (Northbrook, Ill., to Kennebunk, Maine). (Joins Canadian high level airway No. 547.)

From Northbrook, Ill., via Pullman, Mich.; 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.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 548 (Pullman, Mich., to the United States/Canadian Border) (joins Canadian high level airway No. 548).

From Pullman, Mich.; via the INT Sault Ste. Marie, Mich., 207° and Pullman 010° radials; Sault Ste. Marie, to the United States/Canadian border via the Sault Ste. Marie to Timmins, Ontario, RR direct radial.

Jet Route No. 551 (Peck, Mich., to the United States/Canadian border.) (Joins Canadian high level airway No. 551).

From Peck. Mich.. to the United States/Canadian border via the Peck to Wiarton, Ontario, direct radial.

Jet Route No. 554 (Knox, Ind., to Jamestown, N. Y.) (Joins Canadian High Level airway No. 554).

From INT Joliet, Ill., 108° and Fort Wayne, Ind., 279° radials; Carleton, Mich., to Jamestown, N. Y., excluding the portion within Canada.

AMENDMENTS 4/2/70 35 F. R. 6 (Rewritten); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 559 (Syracuse, N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 559).
From Syracuse, N. Y., to the INT of Syracuse 005° radial and the United States/Canadian border.

Jet Route No. 560 (Plattsburgh, N. Y., to the United States/Canadian Border.) (Joins Canadian high level airway No. 560.)
From Plattsburgh, N. Y., to Quebec, Quebec, Canada, excluding the airspace over Canada.

Jet Route No. 563 (Albany, N. Y., to the United States/Canadian border). (Joins Canadian High Level Airway No. 563).
From Albany, N. Y., via INT of Albany 008° and Sherbrooke, Quebec, Canada, 217° radials to Sherbrooke, excluding the airspace over Canada.

Jet Route No. 564 (Presque Isle, Maine, to the United States/Canadian border); (joins Canadian high level airway No. 564).

From Presque Isle, Maine, to INT of the Presque Isle 038° radial and the United States/Canadian border.

Jet Route No. 566 (Massena, N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 566).

From Massena, N. Y., to the INT of the Massena 037° radial and the United States/Canadian border.

Jet Route No. 567 (Plattsburgh, N. Y., to the United States/Canadian border). (Joins Canadian high level airway No. 567).

From Plattsburgh, N. Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian border.

Jet Route No. 573 (Kennebunk, Maine, to the United States/Canadian Border). (joins Canadian High Level Airway No. 573).

From Kennebunk, Maine, to St. John, New Brunswick, Canada, excluding the portion within Canada.

Jet Route No. 575 (Yardley, Pa., to Yarmouth, N. S., Canada). (Joins Canadian high level airway No. 575).

From INT Kennedy, N. Y., 247° and Robbinsville, N. J., 280° radials; via Kennedy; INT Kennedy 042° and Putnam, Conn., 247° radials; Putnam; Boston, Mass.; to Yarmouth, N. S., Canada, excluding the portion under the jurisdiction of Canada.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 581 (Hampton, N. Y. to the United States/Canadian Border); (joins Canadian high level airway No. 581).

From Hampton, N. Y., via Providence, R. I.; Boston, Mass.; Kennebunk, Maine; Bangor, Maine, to the INT of the Bangor 058° radial and the United States/Canadian border.

Jet Route No. 582 (Presque Isle, Maine, to the United States/Canadian border). (Joins Canadian high level airway No. 582.)

From Presque Isle, Maine, to Mont Joli, Quebec, Canada, excluding the portion within Canada.

Jet Route No. 584 (Northbrook, Ill., to Kennedy, N. Y.).

From Northbrook, Ill., via INT of Northbrook 093° and Carleton, Mich., 270° radials; Carleton; Slate Run, Pa.; INT Slate Run 101° and Kennedy, N. Y., 291° radials; to Kennedy.

AMENDMENTS 4/2/70 35 F. R. 6 (Changed); Eff. date changed 4/30/70 35 F. R. 5465
Eff. date changed to: Upon further notice 35 F. R. 6274; Eff. date changed to: 6/25/70 35 F. R. 7051

Jet Route No. 585 (Nantucket, Mass. to Yarmouth, N.S. Canada). (Joins Canadian high level airway No. 585).

From Nantucket, Mass., to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 586 (Carleton, Mich., to United States/Canadian Border near Massena, N. Y.). (Joins Canadian High Level Airway No. 586).

From Carleton, Mich., via London, Ont., Canada; Stirling, Ont., Canada; Massena, N. Y.: to St Jean, Quebec, Canada. That airspace within Canada is excluded.

Jet Route No. 590 (Thunder Bay, Ontario, Canada to Sault Ste. Marie, Mich.)(Joins Canadian high level airway No. HL-590).

From the Thunder Bay, Ontario, Canada, RBN; to Sault Ste. Marie, Mich. The portion within Canada is excluded.

AMENDMENTS 2/26/70 35 F. R. 3659 (Changed)

SUBPART C - JET ADVISORY AREAS

§75.200 En route jet advisory areas.

(Unless otherwise specified, the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Jet Route No. 25 Jet Advisory Area
Nonradar: From the United States/Mexican Border to the positive control area boundary N of Brownsville, Tex., from FL 270 to FL 410, inclusive.
PENDING AMENDMENT
Jet Route No. 25 Jet Advisory Area is revoked. 1/7/71 35 F. R. 16677 Eff. date changed 2/18/71 36 F. R. 44

Jet Route No. 29 Jet Advisory Area
Nonradar: From the United States/Mexican Border to the positive control area boundary N of Brownsville, Tex., from FL 270 to FL 410, inclusive.
PENDING AMENDMENT
Jet Route No. 29 Jet Advisory Area is revoked. 1/7/71 35 F. R. 16677 Eff. date changed 2/18/71 36 F. R. 44

Jet Route No. 32 Jet Advisory Area.
Nonradar: From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian border only from FL 330 to FL 370, inclusive.

Jet Route No. 36 Jet Advisory Area
Nonradar: From the intersection of J-36 and longitude 100°00'00" W., to the boundary of the positive control area southeast of Fargo from FL 240 to FL 280 and FL 370 to FL 410, inclusive.

Jet Route No. 38 Jet Advisory Area.
Nonradar: From United States/Canadian Border to the positive control area boundary NW of Duluth, Minn., at FL 310 and FL 370 to FL 410, inclusive.

Jet Route No. 53 Jet Advisory Area.
Radar: Key West, Fla., to the positive control area boundary S of Miami, Fla.

Jet Route No. 62 Jet Advisory Area.

Radar: From the positive control area boundary SW of Nantucket, Mass., to Nantucket.

Jet Route No. 68 Jet Advisory Area.
Radar: From Providence, R. I., to Nantucket, Mass.

Jet Route No. 97 Jet Advisory Area.
Radar: Nantucket, Mass., to Boston, Mass.

Jet Route No. J-107 Jet Advisory Area.
Radar: From the positive control area boundary NE of Dickinson, N. Dak., to 14 nautical miles SW of Pembina, N. Dak.
Nonradar: From 14 nautical miles SW of Pembina, N. Dak., to 26 nautical miles NE of Pembina; from 81 nautical miles NE of Pembina to 93 nautical miles NE of Pembina.

Jet Route No. 500 Jet Advisory Area.
Radar: From the United States/Canadian border SE of Thunder Bay, Ont., Canada, to the United States/Canadian border E of Sault Ste. Marie, Mich., excluding the airspace below FL 290.
Nonradar: From the United States/Canadian border southeast of Thunder Bay, Ontario, Canada to the positive control area boundary northwest of Sault Ste. Marie, Mich., from FL-240 to FL-280, inclusive.

AMENDMENTS 2/26/70 35 F. R. 3659 (Changed)

Jet Route No. 515 Jet Advisory Area
Nonradar: From Fargo, N. Dak., to the United States/Canadian border from FL 240 to FL 280 and FL 370 to FL 410, inclusive.

Jet Route No. 532 Jet Advisory Area.
Radar: Pembina, N. Dak., to the United States/Canadian border.

Jet Route No. 533 Jet Advisory Area.
Nonradar: From the positive control area boundary NE of Duluth, Minn., to the United States/Canadian Border only from FL 330 to FL 370, inclusive.

Jet Route No. 538 Jet Advisory Area.
Nonradar: From the United States/Canadian Border to the positive control area boundary NW of Duluth, Minn., at FL 310 and from FL 370 to FL 410, inclusive.

§75.300 Terminal jet advisory areas.

(Unless otherwise specified the place names appearing in the description of the jet advisory areas indicate the VOR or VORTAC facilities identified by such names.)

Boston, Mass., Jet Advisory Area.
Radar a. Nantucket, Mass., CONSOLAN via Control Area 1143 to boundary of the Continental Control Area.
b. Nantucket, Mass., CONSOLAN via Control Area 1144 to boundary of the Continental Control Area.
c. Nantucket, Mass., CONSOLAN via Control Area 1145 to boundary of the Continental Control Area.

Los Angeles, Calif., Jet Advisory Area
Radar. a. The airspace within 3 miles from the shoreline of Santa Catalina Island, Calif.