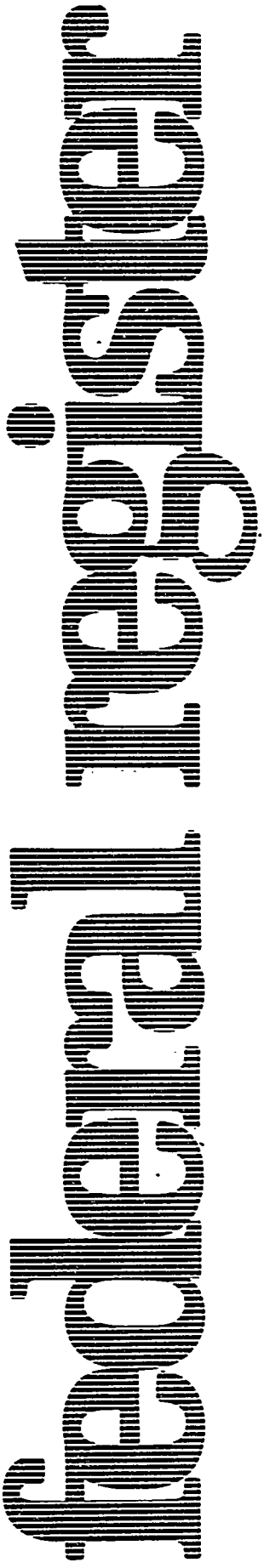
1-2-80
Vol. 45—No. 1

BOOK 1:
PAGES
1-298

BOOK 2:
PAGES
299-526

BOOK 3:
PAGES
527-756



Book 1 of 3 Books
Wednesday, January 2, 1980

NOTE:

Due to a shortage of newsprint, today's Federal Register is printed on a higher quality paper. As supplies become available, the Federal Register will resume the use of newsprint.

Highlights

3 Base Production Control Level for Marginal Properties Executive Order

1 Energy Emergency in Oregon Presidential memorandum

57 Hubert H. Humphrey Fellowship Arms Control and Disarmament Agency will conduct a competition in 1980 for one year fellowships in arms control and disarmament; apply by 3-15-80

27 Black Lung Benefits Labor/ESA extends the deadline for Part-B miner-beneficiaries to file claims for medical benefits until June 30, 1980; effective 1-2-80

28 Veterans VA issues final order regarding new participatory program for educational assistance for persons who entered active duty after 12-31-76; effective 1-1-77

21 Natural Gas DOE/FERC issues interim rule for determination of volumes of gas used for exempt purposes under the Incremental Pricing Program; effective 12-27-79, comments by 2-1-80

53 Alcohol and Drug Abuse Patients HEW/PHS proposes to make editorial and substantive changes in confidential records; comments by 3-3-80

CONTINUED INSIDE

Highlights

FEDERAL REGISTER Published daily, Monday through Friday, (not published on Saturdays, Sundays, or on official holidays), by the Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408, under the Federal Register Act (49 Stat. 500, as amended; 44 U.S.C. Ch. 15) and the regulations of the Administrative Committee of the Federal Register (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The Federal Register provides a uniform system for making available to the public regulations and legal notices issued by Federal agencies. These include Presidential proclamations and Executive Orders and Federal agency documents having general applicability and legal effect, documents required to be published by Act of Congress and other Federal agency documents of public interest. Documents are on file for public inspection in the Office of the Federal Register the day before they are published, unless earlier filing is requested by the issuing agency.

The Federal Register will be furnished by mail to subscribers, free of postage, for $5.00 per month or $50 per year, payable in advance. The charge for individual copies of 75 cents for each issue, or 75 cents for each group of pages as actually bound. Remit check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

There are no restrictions on the republication of material appearing in the Federal Register.

Area Code 202-523-5240

29 **Equal Employment Opportunity** EEOC issues interim regulation on testing various techniques for more efficient investigations and resolution of employment discrimination complaints in Federal sector; comments by 1-3-80

15 **Financial Disclosures to Shareholders** Treasury/Comptroller issues rules that certain basic financial information in public domain may be obtained from bank; effective 1-1-80

28 **Post-Employment Restrictions** ICA issues regulations governing Administrative Enforcement Procedures; effective 1-2-80

300-676 **Airspace** DOT/FAA publishes compilation of current designations and pending amendments; effective 1-2-80 (Part II of this issue)

98 **Air Quality** National Commission on Air Quality issues revised plan to take into consideration comments received on draft Public Participation Plan

43 **Commuter Rail Service** ICC issues final order to reflect change in cost responsibilities; effective 8-15-78

48 **Capitalization of Tangible Assets** CASB proposes to change minimum acquisition cost to $1,000 to allow permit contractors to adopt practices appropriate in today's economy; comments by 1-31-80

12 **Collective Investment Funds** Treasury/Comptroller issues regulations to be less burdensome to banks and fully adequate for effective supervision of funds; effective 1-2-80

13 **National Banks** Treasury/Comptroller releases final order to amend regulations applicable to member banks and to replace current requirements; effective 12-31-79

121 **Countervailing Duty Determination** Treasury/Customs issues notice on dextrines and soluble or chemically treated starches derived from corn starch from the European Community; effective 1-2-80

25 **Countervailing Duty Determination** Treasury/Customs publishes final rule on ferroalloys from Spain; effective 1-2-80

125 **Sunshine Act Meetings**

Separate Parts of this Issue

300 **Part II, DOT/FAA**

Contents

Federal Register
Vol. 45, No. 1
Wednesday, January 2, 1980

The President
EXECUTIVE ORDER
3 Base Production Control Level for Marginal Properties (EO 12187)
MEMORANDUMS
1 Oregon, energy emergency

Executive Agencies

Agriculture Marketing Service
RULES
10 Lettuce grown in Texas

Agriculture Department
See Agricultural Marketing Service; Forest Service.

Air Quality National Commission
NOTICES
98 Public participation plan; policy; responsiveness summary

Alcohol, Tobacco and Firearms Bureau
PROPOSED RULES
Alcoholic beverages:
50 Grape brandy; identity standards; advance notice

Arms Control and Disarmament Agency
NOTICES
57 Hubert H. Humphrey Fellowship competition
Meetings:
57 General Advisory Committee

Army Department
NOTICES
Meetings:
63 Armed Forces Epidemiological Board
63 Science Board

Center for Disease Control
NOTICES
Meetings:
93 Immunization Practices Advisory Committee

Civil Aeronautics Board
NOTICES
Hearings, etc.:
58 Former large irregular air service investigation (2 documents)
58 Japan Travel Bureau International, Inc.
58 Seattle-San Francisco/Los Angeles/San Diego show-cause proceeding

Commerce Department
See also Industry and Trade Administration; National Oceanic and Atmospheric Administration; National Technical Information Service.
NOTICES
Committees; establishment, renewals, terminations, etc.:
62 U.S. International Maritime Satellite Preparatory Committee Working Group
Consent agreements:
62 Reimers Electra Steam, Inc.

Comptroller of Currency
RULES
12 National banks; collective investment fund reports
15 National banks; financial disclosures to shareholders; annual report
13 National banks; statements of business interest of directors and principal officers

Copyright Royalty Tribunal
NOTICES
63 Cable royalty fees; compulsory license for secondary transmissions; hearings
Phonorecord players (jukeboxes):
62 Public performance of musical works; hearings
63 Compulsory license for making and distributing phonorecords; hearings

Cost Accounting Standards Board
PROPOSED RULES
Cost accounting standards:
48 Capitalization of tangible assets

Customs Service
RULES
Liquidation of duties; countervailing duties:
25 Ferroalloys from Spain
NOTICES
Countervailing duty petitions and preliminary determinations:
121 Corn starch derivatives from European Economic Community
122 Malleable pipe fittings of iron from Japan

Defense Department
See also Army Department.
NOTICES
Meetings:
63 Electron Devices Advisory Group

Economic Regulatory Administration
RULES
Petroleum allocation and price regulations:
12 Gasoline retailers; year-end settlement of allocation advances and deferrals; policy statement
NOTICES
Environmental statements; availability, etc.:
74 Lovett Generating Station, N.Y.; meeting location change
Powerplant and industrial fuel use:
78 Extension of time for issuance of final orders granting or denying petitions for temporary public interest exemptions
Powerplant and industrial fuel use; prohibition orders, exemption requests, etc.:
71 Arkansas Power & Light Co. et al.
72 Atlantic City Electric Co.
64 Bryan Municipal Light & Water
65 Commonwealth Edison Co.
66 Long Island Lighting Co.

75 Niagara Mohawk Power Corp.
68, 77 Orange & Rockland Utilities, Inc. (2 documents)
69 South Carolina Electric and Gas Co.
76 South Carolina Electric Co. et al.
70 Wisconsin Electric Power Co.
77 Wolverine Electric Cooperative Inc.
Propane and natural gas liquids; gas utility use petitions:
73 Indiana Gas Co., Inc.

Education Office
NOTICES
Meetings:
94 Bilingual Education National Advisory Council

Employment Standards Administration
RULES
27 Black Lung Benefits Program; claims deadline extended

Energy Department
See Economic Regulatory Administration; Federal Energy Regulatory Commission.

Environmental Protection Agency
PROPOSED RULES
Air quality implementation plans; approval and promulgation; various States, etc.:
52 Arizona
Improving Government regulations:
52 Regulatory agenda; delay of publication date
Water pollution; effluent guidelines for point source categories:
53 Textile mills, leather tanning and finishing, timber products processing, and gum and wood chemicals; hearings
Water pollution; effluent guidelines for point source categories:
53 Timber products processing; extension of time
NOTICES
Air quality implementation plans; approval and promulgation:
81 Prevention of significant air quality deterioration (PSD); final determinations (2 documents)
79-81 Prevention of significant air quality deterioration (PSD); permit approvals (6 documents)

Equal Employment Opportunity Commission
RULES
29 Discrimination complaints against Federal agencies; investigation; implementation report; request for comments

Federal Aviation Administration
RULES
300-676 Airspace regulations; annual compilation

Federal Communications Commission
NOTICES
81 FM broadcast applications ready and available for processing

Federal Deposit Insurance Corporation
NOTICES
125 Meetings; Sunshine Act

Federal Energy Regulatory Commission
RULES
Natural Gas Policy Act of 1978:
21 Incremental pricing program; determination of volumes of natural gas used for exempt purposes; interim rule
PROPOSED RULES
Electric utilities and natural gas companies:
48 Monthly reports; revision

Federal Reserve System
NOTICES
Applications, etc.:
83 First Mustang Corp.
82 Manufacturers Hanover Corp. et al.
83 Southwest State Corp.
125 Meetings: Sunshine Act

Fiscal Service
NOTICES
Surety companies acceptable on Federal bonds:
123 Builders Mutual Surety Co.

Forest Service
RULES
30 Livestock on National Forest System lands, Southern Region; fees; procedures for determination, 1980–1985; classification correction; cross reference
NOTICES
Grazing:
57 Livestock on National Forest System Lands, Southern Region; fees; procedures for determination, 1980–1985; documents classification correction
Meetings:
57 Rights-of-way corridor planning

General Services Administration
NOTICES
83 National Environmental Policy Act; implementation

Health, Education, and Welfare Department
See Center of Disease Control; Education Office; Health Resources Administration; Public Health Service.

Health Resources Administration
NOTICES
Health service areas:
93 Population determinations; annual

Heritage Conservation and Recreation Service
NOTICES
Historic Places National Register; additions, deletions, etc.:
95 Maine et al.

Indian Affairs Bureau
NOTICES
95 Indian tribes, acknowledgement of existence; petitions

Industry and Trade Administration
RULES
30 Agency nomenclature change
NOTICES
Meetings:
59 Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee

59 Electronic Instrumentation Technical Advisory Committee
60 Management Labor Textile Advisory Committee; correction
60 Telecommunications Equipment Technical Advisory Committee

Interior Department
See Heritage Conservation and Recreation Service; Indian Affairs Bureau; Surface Mining Office.

International Communication Agency
RULES
28 Ethics in Government; post-employment restrictions; administrative enforcement procedures

Interstate Commerce Commission
RULES
Rail carriers:
43 Commuter rail service continuation subsidies; determination standards
Railroad car service orders:
43 Multiple-car shipments transporting less than minimum quantities
43 Unit-grain-trains of less than number of cars required
Railroad car service orders; various companies:
42 Chicago, Rock Island & Pacific Railroad Co.
42 Western Maryland Railway Co.
PROPOSED RULES
Practice rules:
55 Commuter rail service continuation subsidies; determination standards
Tariffs and schedules:
56 Railroads; long and short haul and aggregate-of-intermediate provisions; exemption of certain categories of rail rates; extension of time
NOTICES
Motor carriers:
124 Household goods, used; transportation for DOD pack-and-crate operations; special certificate letter
Railroad car service orders; various companies:
123 St. Louis Southwestern Railway Co.

Justice Department
See Law Enforcement Assistance Administration.

Labor Department
See Mine Safety and Health Administration; Pension and Welfare Benefit Programs Office.

Law Enforcement Assistance Administration
NOTICES
Meetings:
96, 97 Criminal Justice National Minority Advisory Council (2 documents)

Mine Safety and Health Administration
NOTICES
Petitions for mandatory safety standard modifications:
97 Ligon Preparation Co.

National Credit Union Administration
RULES
17 Central liquidity facility; description of office, disclosure of official records, etc.

National Oceanic and Atmospheric Administration
PROPOSED RULES
Fishery conservation and management:
56 Northwest Atlantic ocean fishery; publication delay of final rules
NOTICES
Meetings:
61 Caribbean Fishery Management Council
61 Western Pacific Fishery Management Council

National Science Foundation
RULES
39 National Environmental Policy Act; implementation

National Technical Information Service
NOTICES
61 Inventions, Government-owned; availability for licensing

Nuclear Regulatory Commission
NOTICES
Applications, etc.:
103 Puget Sound Power & Light Co., et al.
Regulatory authority; relinquishment to States:
104 Rhode Island; agreement regarding certain byproduct, source, and special nuclear materials

Pension and Welfare Benefit Programs Office
NOTICES
Employee benefit plans:
97 Prohibition on transactions; exemption proceedings, application, hearings, etc.

Personnel Management Office
RULES
5 Agency administrative grievance system; republication
Excepted service:
5 Federal Home Loan Bank Board and Environmental Protection Agency; correction; republication

Postal Rate Commission
NOTICES
Post office closing; petitions for appeal:
105 Alexander, W. Va.

Public Health Service
PROPOSED RULES
53 Alcohol and drug abuse patient records; confidentiality; decision to develop regulations
NOTICES
Meetings:
93 Influenza vaccines

Securities and Exchange Commission
RULES
20 Oil and gas producers; applicability of financial accounting and disclosure rules
NOTICES
Hearings, etc.:
107 Bondstock Corp. et al.
109 Burlingham Underwood & Lord Retirement Plan
110 Cobblestone Capital Fund, Inc.
111 Indiana & Michigan Electric Co.
114 Monroe Clinic Employees' Retirement Plan
111 National Association of Securities Dealers, Inc.

112, 114 National Fuel Gas Co. et al. (2 documents)
116 New England Electric System
117 Oppenheimer Special Fund, Inc.
118 Pennsylvania Electric Co. et al.
119 Trust for Cash Reserves
Self-regulatory organizations; proposed rules changes:
106 American Stock Exchange, Inc.

Surface Mining Office
NOTICES
Coal mining and reclamation plans:
96 Mid-Continent Resources Inc.

Transportation Department
See Federal Aviation Administration.

Treasury Department
See also Alcohol, Tobacco and Firearms Bureau; Comptroller of Currency; Customs Service; Fiscal Service.
NOTICES
Boycotts, international:
123 Countries requiring cooperation; list

Veterans Administration
RULES
Vocational rehabilitation and education:
28 Post-Vietnam era participatory education assistance program

MEETINGS ANNOUNCED IN THIS ISSUE

AGRICULTURE DEPARTMENT
Forest Service—
57 Rights-of-Way Corridor Planning, 2–22–80

ARMS CONTROL AND DISARMAMENT AGENCY
57 General Advisory Committee, 1–10 and 1–11–80

COMMERCE DEPARTMENT
Industry and Trade Administration—
59 Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee, 1–23–80
59 Electronic Instrumentation Technical Advisory Committee, 1–22–80
60 Telecommunications Equipment Technical Advisory Committee, 1–24–80
National Oceanic and Atmospheric Administration—
61 Caribbean Fishery Management Council, Scientific and Statistical Committee, and Advisory Panel, 1–16, 1–22, 1–23, and 1–24–80
61 Western Pacific Fishery Management Council, Scientific and Statistical Committee, 1–15 and 1–16–80

DEFENSE DEPARTMENT
Army Department—
63 Armed Forces Epidemiological Board, 1–23, 1–24, and 1–25–80
63 Army Science Board, 2–5, 2–6–80
Office of the Secretary—
63 Electron Devices Advisory Group, 1–17–80

HEALTH, EDUCATION, AND WELFARE DEPARTMENT
National Institute for Occupational Safety and Health—
93 Immunization Practices Advisory Committee, 1–21–80
93 Influenza Immunization, 1–22–80
Office of Education—
94 Bilingual Education Advisory Committee, 1–21 and 1–22–80

JUSTICE DEPARTMENT
Law Enforcement Assistance Administration—
97 National Minority Advisory Council on Criminal Justice, 1–11–80
96 National Minority Advisory Council on Criminal Justice, 1–18–80

CHANGED MEETING

TEXTILE AGREEMENTS IMPLEMENTATION COMMITTEE
60 Management-Labor Textile Advisory Committee, 1–23–80

HEARING

ENVIRONMENTAL PROTECTION AGENCY
53 Effluent Guidelines for various industries, 2–15–80

CFR PARTS AFFECTED IN THIS ISSUE

A cumulative list of the parts affected this month can be found in the Reader Aids section at the end of this issue.

3 CFR
Executive Orders:
12187 3
Memorandums:
December 27, 1979 1

4 CFR
Proposed Rules
404 48

5 CFR
213 5
771 5

7 CFR
971 10

10 CFR
211 12

12 CFR
4 (2 documents) 12, 13
18 15
23 13
720 17

14 CFR
71 300
73 300
75 300

17 CFR
211 20

18 CFR
282 21
Proposed Rules
141 48
260 48

19 CFR
159 25

20 CFR
725 27

22 CFR
525 28

27 CFR
Proposed Rules
5 50

29 CFR
1613 29

32A CFR
Ch. VI 30

36 CFR
222 30

38 CFR
21 30

40 CFR
Proposed Rules
Ch. I 52
52 52
410 53
425 53
429 (2 documents) 53
454 53

38 CFR
21 30

42 CFR
Proposed Rules
2 53

45 CFR
640 39

49 CFR
1033 (4 documents) 42, 43
1127 43
Proposed Rules
1127 55
1301 56

50 CFR
Proposed Rules
611 56

Federal Register
Vol. 45, No. 1
Wednesday, January 2, 1980

Presidential Documents

Title 3—

The President

Memorandum of December 27, 1979

Determination Under Section 110(f) of the Clean Air Act

Memorandum for the Administrator of the Environmental Protection Agency

Governor Atiyeh of the State of Oregon petitioned me on December 22, 1979, for a determination under Section 110(f) of the Clean Air Act that a regional energy emergency exists in Oregon of such severity that a temporary suspension of the federally promulgated new source construction and permitting prohibition under Section 110 and Part D of the Clean Air Act and appropriate provisions of Oregon's State Implementation Plan is necessary to help alleviate potentially high levels of unemployment caused by possible curtailments of electricity supply to the region. After considering the information and views provided to me by Governor Atiyeh, the Secretary of the Department of Energy, and the Administrator of EPA, I am hereby making the requested determination, subject to the conditions listed below:

(1) This determination applies only to the Harborton facility discussed in the Governor's petition.

(2) This determination expires on February 7, 1980. I will rescind this determination before that date if the potential energy shortage is substantially eased in the interim.

(3) Oregon's Department of Environmental Quality will monitor the air quality impact of operating the Harborton facility and will require the termination of its operation if air quality levels approach the primary ambient air quality standards. In no case would this declaration permit excesses of the health related primary ambient air quality standards.

(4) The Governor calls for a statewide electricity conservation effort. The State will submit to EPA and DOE biweekly reports on electricity consumption levels in the State, including the effects of its electricity conservation program. This determination is made in full recognition of Oregon's excellent record in the area of energy conservation.

(5) The operation of the Harborton facility will not result in a reduction in the electric energy output of other fossil fuel fired generating facilities in the State of Oregon.

(6) PGE will make maximum practicable effort to purchase available electric power from other regional utilities. State regulatory authorities will seek to remove regulatory impediments to power purchase by PRE and allow timely recovery of prudently incurred purchased power costs.

This determination shall be published in the Federal Register.

Jimmy Carter

THE WHITE HOUSE,
Washington, December 27, 1979.

[FR Doc. 79-39964
Filed 12-31-79; 8:56 am]
Billing code 3195-01-M

Presidential Documents

Executive Order 12187 of December 29, 1979

Base Production Control Level for Marginal Properties

By the authority vested in me as President by the Constitution and statutes of the United States of America, including the Emergency Petroleum Allocation Act of 1973, as amended (15 U.S.C. 751 *et seq.*), and notwithstanding the delegations to the Secretary of Energy in Executive Order No. 11790, as amended by Executive Order No. 12038, and in order to delay the decontrol of marginal oil wells, it is hereby ordered as follows:

1–101. For purposes of the pricing regulations adopted pursuant to the Emergency Petroleum Allocation Act of 1973, with respect to months commencing after December 31, 1979, the base production control level for marginal properties shall equal 20 percent of the total number of barrels of old crude oil produced and sold from the property concerned during calendar year 1978, divided by 365, multiplied by the number of days during the month in 1978 which corresponds to the month concerned.

1–102. For purposes of this Order, the term "marginal properties" has the same meaning as that term under the crude oil pricing regulations adopted pursuant to the Emergency Petroleum Allocation Act of 1973, as amended.

1–103. The Secretary of Energy may, pursuant to Executive Order No. 11790, as amended by Executive Order No. 12038, adopt such regulations as he deems necessary or appropriate to conform the crude oil pricing regulations to this Order.

Jimmy Carter

THE WHITE HOUSE,
December 29, 1979.

[FR Doc. 79–39965
Filed 12–31–79; 12:43 pm]
Billing code 3195–01–M

Rules and Regulations

Federal Register
Vol. 45, No. 1
Wednesday, January 2, 1980

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.
The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

OFFICE OF PERSONNEL MANAGEMENT

5 CFR Part 213

Excepted Service; Federal Home Loan Bank Board; Environmental Protection Agency

Note.—This document originally appeared in the Federal Register for Monday, December 31, 1979. It is reprinted in this issue to meet requirements for publication on the Tuesday/Friday schedule assigned to the Office of Personnel Management.

AGENCY: Office of Personnel Management.

ACTION: Final rule.

SUMMARY: This document corrects the paragraph designations of two excepted service appointing authorities published by the Office of Personnel Management on November 6, 1979, and November 27, 1979. These are editorial changes only.

EFFECTIVE DATE: December 31, 1979.

FOR FURTHER INFORMATION CONTACT: Beverly M. Jones, Issuance System Manager, (202)–254–7086.

SUPPLEMENTARY INFORMATION: FR Document 79–34263, published November 6, 1979, at 44 FR 64065, incorrectly added § 213.3354(b) to Title 5, CFR. Since paragraph (b) already existed, this document redesignates the paragraph to read § 213.3354(i).

(2) FR Document 79–36281, published November 27, 1979, at 44 FR 67620, incorrectly added § 213.3318(a)(2) to Title 5, CFR. Since paragraph (a)(2) already existed, this document redesignates that paragraph to read § 213.3318(a)(3).

(5 U.S.C. 3301, 3302; EO 10577, 3 CFR 1954–1958 Comp., p. 218)

Office of Personnel Management.

Beverly M. Jones,

Issuance System Manager.

[FR Doc. 79-33330 Filed 12-28-79; 8:45 am]

BILLING CODE 6325-01-M

5 CFR Part 771

Agency Administrative Grievance System

Note.—This document originally appeared in the Federal Register for Monday, December 31, 1979. It is reprinted in this issue to meet requirements for publication on the Tuesday/Friday schedule assigned to the Office of Personnel Management.

AGENCY: Office of Personnel Management.

ACTION: Final regulation.

SUMMARY: This document revises OPM's regulations governing agency administrative grievance systems. It provides criteria for the establishment and publication of an administrative grievance system by each agency and defines the employee and action coverage governing the system. The revision was undertaken to provide coverage in accordance with provisions of the Civil Service Reform Act.

EFFECTIVE DATE: December 31, 1979.

FOR FURTHER INFORMATION CONTACT: Wilma Lehman, Workforce Effectiveness and Development Group (202) 632–7647.

SUPPLEMENTARY INFORMATION: A proposed Part 771, Agency Administrative Grievance System, was published in the Federal Register on August 3, 1979 (44 FR 45829), and comments were invited. A total of 20 different agencies, labor organizations, and individuals submitted comments and recommendations. Of these, eight recommended publication as a final rule with no material change. Following is a section by section analysis of the comments together with the resulting modifications.

§ *771.201 Purpose.* No comments were expressed with regard to this section.

§ *771.202 Definitions.*

Bargaining unit employee. A clarified definition of bargaining unit employee was submitted and adopted.

Employee. The comments about the definition of "employee" were all concerned with the inclusion of former employees: a former employee should be excluded, a former employee should be limited to one who had been actually employed within a definite and recent time period, and a former employee should be permitted to grieve only matters concerning the former employment with the agency for which a valid remedy could be provided. Former employees have been covered in the past and so far as OPM knows there has been little or no difficulty with legitimate grievances for such persons. With respect to limitations on grievances for former employees, the definition of a grievance requires "personal relief in a matter of concern or dissatisfaction relating to the employment * * * which is subject to the control of agency management." The definition of personal relief requires "a specific remedy directly benefiting the grievant * * *." When the two definitions are read together, OPM believes that proper grievances from former employees are covered and at the same time grievances which cannot or should not be remedied are excluded. It is expected that agency grievance procedures will include appropriate time limits on the filing of grievances. We believe that such time limits as applied to all grievances are more appropriate than time restrictions in a definition of former employee.

Grievance. There were no comments on the definition of grievance.

Grievance file. A definition of "grievance file" was added at the request of one who commented.

Personal relief. One of those commenting requested that examples of personal relief be included. Examples will be included in the Federal Personnel Manual chapter 771. OPM believes that explanatory material is more appropriately included in guidance material rather than in regulation. Another suggested that relief should include action against another employee. This was rejected since OPM does not believe that disciplinary action against another employee is a proper remedy under the administrative grievance system. The agency may, however, decide to take some action against another employee as a result of facts uncovered by a grievance inquiry.

Two clarifying suggestions, that an "s" be added to grievant to cover group grievances and that the word "directly" be substituted for "only", have been made.

A proposed new definition of personal relief, "a specific remedy which lessens or eliminates the personal effect of the matter grieved", was not adopted because we believe that the definition as amended more clearly expresses the intent of OPM.

§ *771.203 Agency Coverage.* No comments were received on this section.

§ *771.204 Employee coverage.*

(a) *Required coverage.* Two recommendations dealt with limiting employees to those with other than temporary appointments. We believe that the grievance system should be available to all employees, whether their appointments are competitive or excepted, temporary or career; that the grievance system should not be reserved for those with certain kinds of appointments if the matter being grieved can be appropriately remedied. Another recommendation was to include bargaining unit employees when negotiated procedures are not available for reviewing the matter. We assume that this refers to matters which the labor organization and the agency have agreed to exclude from coverage of the negotiated grievance procedure. Such coverage under the administrative procedure is properly subject to the discretionary authority of the agency and is provided for in paragraph (b) of this section.

A final comment recommended that the paragraph be changed to read, "Except as provided in § 771.206, this part should cover all nonbargaining unit employees of the agency and those bargaining unit employees who are not covered under a negotiated grievance procedure." As stated in the previous paragraph, OPM believes that the inclusion of bargaining unit employees should be left to the discretion of agencies.

(b) *Discretionary coverage.* Two of those commenting recommended that applicants for employment with the agency be deleted from the discretionary coverage. Since agencies have been delegated examining functions formerly performed by OPM (or the Civil Service Commission), we believe that agencies may wish to consider covering applicants. One remark questioned the meaning of "other" employees. We have amended the paragraph to read " bargaining unit" employees. A final criticism on this paragraph was that an agency should not have authority to extend coverage to bargaining unit employees for matters covered by negotiated procedures. We agree that any extension of coverage to bargaining unit employees can occur only when the agency and the labor organization, in accordance with the provisions of chapter 71 of title 5, United States Code, have agreed to exclude a matter from coverage of the negotiated procedures. Part 771 does not and could not authorize an agency to extend coverage in violation of statute.

§ *771.205 Grievance coverage.*

One of those commenting proposed a paragraph (b) of this section which would permit an agency to extend the administrative grievance coverage to any or all of the exclusions in § 771.206(c). One of the differences between coverage for the administrative grievance system and that of the negotiated system is the exclusion of matters appealable to the Merit Systems Protection Board or reviewable by the Office of Personnel Management or the Equal Employment Opportunity Commission. OPM does not believe that a change in administrative grievance coverage for appealable matters is timely. It is the intent of OPM that matters excluded from negotiated procedures by statute shall also be excluded from agency administrative grievance procedures.

§ *771.206 Exclusions.*

(a) *Agencies excluded.* There were no comments on this paragraph.

(b) *Employees excluded.* Failures to exclude (1) Schedule C employees and (2) all individuals paid from nonappropriated funds were two concerns expressed about this subsection. On the other hand, the exclusion of any person paid from nonappropriated funds was also criticized. OPM sees no reason to exclude Schedule C employees from the administrative grievance system because of the confidential or policy making nature of the appointments. With respect to those paid from nonappropriated funds, the exclusions are based on provisions of statute. For example, section 2105(c) of title 5 defines certain individuals paid from nonappropriated funds as employees only for certain specific purposes. At the same time, there are others who are paid from nonappropriated funds who have competitive service appointments and who are covered by Part 771.

One of those commenting recommended that paragraph (b)(6) of this section be eliminated, i.e., delete the authority of OPM to consider and exclude a class of employees upon recommendation by the head of the agency. A second expressed the concern that agencies would misuse this exclusion. OPM would like to point out that the agency does not make additional exclusions; the agency may recommend an exclusion to OPM for consideration. OPM will consider a class of employees for exclusion for which there is good justification.

(c) *Matters excluded.* OPM has reorganized this paragraph. Discussion will be based on the old numbering; the new number of a paragraph will be included in parenthesis.

(1) (Now (1)(ii)). Three suggestions were made regarding this exclusion: that "matter" be substituted for "decision"; that the exclusion should read "A decision which is subject to final administrative review outside the agency under law, Executive order or Government-wide regulation"; and that those matters reviewable outside be enumerated and a statement added that "concerns in these areas may be pursued in accordance with the procedures in other regulations."

We have used the general term, matters, to refer to the entire paragraph (c). We believe that "decision" is the term which most nearly describes the matters reviewable by an outside agency. We made specific reference to the Merit Systems Protection Board, the Office of Personnel Management, and the Equal Employment Opportunity Commission because we did not intend to exclude matters on which a complaint may be filed with the Special Counsel from administrative grievance procedures. Under the regulations of the the Special Counsel, it is stated that the Special Counsel will generally defer to administrative appeals procedures (including administrative grievance procedures). Finally, OPM does not believe that Part 771, governing the agency administrative grievance system, should enumerate matters covered by law or other regulations. It is planned to include in FPM chapter 771 a detailed discussion regarding the relationship of agency administrative grievances to other appealable or reviewable matters.

(2) (Now (1)(i)). There was one suggestion that the phrase "but not the interpretation of" should be added to the exclusion concerning the content of published agency regulations and policy. To adopt the suggested amendment would change the exclusion. Agency policy and regulations are management rights which are not subject to question except as they are applied to an individual.

(3) (Now (1)(iii)). Concerns regarding the exclusion of nonselection for promotion from a group of properly ranked and certified candidates, were: it needs clarification, it should be amended to read "nonselection for promotion or reassignment from a group of final candidates that include the grievant", and it should be deleted. OPM firmly believes that selection for

promotion from a list of properly ranked and certified candidates is a function of management. The FPM chapter 771 will discuss the meaning of the exclusion. OPM has not adopted the suggested language since it interprets the current language to require that the grievant be in the group of final candidates to grieve nonselection. It was not intended to exclude a grievance from a candidate concerning an incorrect rating. Further, we do not believe that reassignment belongs in this exclusion since that action is not generally a competitive action. Finally, we do not believe that the exclusion should be deleted.

(4) (Now (1)(vi)). Those commenting recommended that the exclusion be deleted, that the time period be reduced to six months, and that the exclusion be clarified. OPM does not believe that an employee who has accepted a temporary promotion should be permitted to grieve the return to his or her former position or to one which is not at a lower grade or pay unless the action is based on misconduct or unacceptable performance. The employee when accepting a temporary promotion agrees to its temporary character and to the return to the previous grade and pay as a condition of the promotion. The language of the exclusion has been amended for the purpose of clarification. In addition, the FPM chapter will include guidance concerning its application.

Finally, the two-year time period for temporary promotion has been in effect since 1968. A time period of six months has been found not to be adequate to cover the uses for which the temporary promotion authority has been approved.

(5) (Now (1)(viii)). Recommendations that it be made clear that this exclusion includes negative decisions as well as positive ones and one that it be deleted as an exclusion were submitted. The exclusion has been rewritten in response to the first recommendation. It is OPM's position that decisions regarding awards, employee suggestions, and awards of rank are management decisions which are not grievable.

(6) (Now (1)(ix)). One recommendation to omit this exclusion was received. OPM believes that the same reasons as those for exclusion (5) apply to decisions regarding performance awards in the Senior Executive Service and quality step increases.

(7) (Now (1)(x)). Of those submitting comments, five recommended either that the exclusion for merit pay determinations and cash or honorary recognition should be discretionary with the agency or not excluded. The basis for the comments is section 5402(b)(2)(C) of title 5, United States Code, which states that determinations to provide pay increases under this paragraph shall be subject to review only in accordance with and to the extent provided by procedures established by the head of the agency. This provision has been implemented in the OPM regulation on merit pay. Further, since an employee's performance appraisal is grievable and since the agency plan for merit pay determinations must establish a link between performance and merit pay, to cover merit pay decisions under Part 771 could result in duplicate grievances, on the performance appraisal itself and on the resulting merit pay decision. OPM has, therefore, retained this exclusion.

(8) (Now (1)(v)). It was suggested that OPM express more precisely the language of the statute in this exclusion. This has been done.

(9) (Now (1)(vii)). This paragraph has been edited for clarification based on three suggestions. Two other comments recommended that the substance of the critical elements and performance standards established in accordance with the requirements of law and regulation be grievable at the discretion of the agency; a third felt that they should be grievable. OPM believes that the application of the critical elements and performance standards is a grievable matter, i.e., the performance appraisal based on established critical elements and performance standards is grievable but that critical elements and performance standards per se when they have been established in accordance with applicable law and regulation, are not grievable.

(10) (Now (1)(iv)). One concern expressed was that a preliminary warning or notice of an action which, if effected, would be covered under the grievance system or excluded from coverage by paragraph (c)(1) (now (c)(1)(ii)) needs further explanation. This will be done in the FPM chapter.

(11) (Now (2)(i)). It was pointed out that the satisfactory completion of the probationary period under subpart H of Part 315 is part of the examining process and, as such, is excluded from negotiated grievance procedures. Since it is our intention not to include in the administrative grievance process any matter excluded from coverage of the negotiated system, a new exclusion (c)(1)(xi) has been added. Exclusion (2)(i) remains discretionary with the agency since it deals not with removal but only with the return to a former position of an employee serving an initial appointment as a supervisor or manager, an employee who has previously served the probationary period for employment in the competitive service.

(12) (Now (1)(xii)). One comment remarked that the exclusion of a performance evaluation under subchapter II of chapter 43 should be identified with the Senior Executive Service. OPM believes that since subchapter II deals only with the Senior Executive Service, this is sufficient. A second recommended that this exclusion be discretionary. OPM believes the exclusion must be mandatory because the law provides review procedures for performance appraisals of members of the SES.

(13) (Now (2)(ii)). The discretionary exclusion of a separation action not previously excluded has been revised so that it no longer includes the separation of a probationer under subchapter H of Part 315. Further clarification will be included in FPM chapter 771.

There were three general comments on paragraph (c), one that questioned the number of exclusions from the administrative grievance system, another which suggested adding a new exclusion for any matter subject to reconsideration under a separate administrative procedure consistent with the fact-finding procedures under section 771.302(b), and a third which recommended an exclusion from the grievance procedure for oral admonishments or warnings regarding an employee's performance or conduct. With regard to the first, OPM believes that the number of exclusions is not excessive. Administrative grievances are defined by the exclusions; any "matter of concern or dissatisfaction relating to the employment of the employee(s) which is subject to the control of agency management" for which personal relief can be granted, is grievable unless the employee or the matter is excluded.

OPM has not adopted the suggestion of an additional exclusion for separate administrative procedures. We believe that agency grievance procedures should cover all matters which are subject to internal review by an agency. Recognition is, however, made of the need for different procedures within the agency grievance system, procedures which are appropriate for the matter being grieved. We firmly believe that all internal review procedures should be administered under the criteria in Part 771 governing administrative grievances.

The third comment regarding oral admonishments or warnings was not adopted as a separate exclusion because we fail to see how these meet the definition of a grievance in that there is no apparent personal relief.

§ *771.301 Establishment and publication.* No comments were received on this section.

§ *771.302 Criteria.*

(a) No comments were received on this subsection.

(b) OPM has revised this paragraph in response to several recommendations. Guidance has been included regarding when a hearing is appropriate. The paragraph now reads:

"Procedures * * * shall provide for factfinding, when appropriate, which shall include a hearing when one is suitable to fully develop the circumstances concerning the grievance * * *"

It is OPM's intent that fact-finding be used whenever there is a dispute over facts. Fact-finding, however, may vary from a request, for example, to an engineer to determine the amount of light in a specific work area to a full adversary-type hearing. It can consist of an investigation, informal interviews, or a discussion between the parties. A hearing is to be provided when the facts can best be determined through that method.

One of those commenting suggested that a definition of fact-finding be included. OPM will include in the FPM chapter 771 a discussion of the various kinds of fact-finding.

Another expressed a concern that informal inquiries should not be excluded. OPM agrees that grievances should be resolved, whenever possible, at the supervisory level and as simply as possible. In many instances, this can be achieved by a discussion between the grievant and the supervisor. Still another held the belief that hearings should be mandated whenever questions of fact are contested. As stated above, OPM does not agree that hearings are suitable in all circumstances.

Finally, it was suggested that this paragraph specify who chooses the fact-finder, outline his or her scope of authority, and clarify and reduce the restrictions that (1) the fact-finder shall not "have been involved in" the matter being grieved and (2) the term "subordinate to" any official who recommended, etc. It is beyond the authority of OPM to mandate specific agency delegations of authority. OPM has prescribed characteristics which it believes the fact-finder must meet. OPM will include in the FPM chapter 771 a discussion of the qualifications of the fact-finder.

(c)(1) One of those commenting asked that a statement that the agency can take disciplinary action for abuse of the grievance system be added. OPM agrees that, under certain circumstances, it may be appropriate for the supervisor to restrict the amount of official time when an employee spends a inordinate amount of worktime preparing and presenting a number of grievances which have no basis in fact.

(c)(2) One statement criticized this paragraph for not listing specific instances of circumstances under which a representative must be disallowed. OPM believes that this is not feasible and that the disallowance of a representative must depend upon the circumstances in each grievance. Another response stated that a representative should not be disallowed unless the agency clearly demonstrates that a direct conflict of interest exists and that the disallowance be subject to appeal. We agree that the question of the appropriateness of a disallowance of a representative is a matter which the grievant may include as a threshold issue in his or her grievance for decision by the deciding official.

(c)(3) Two comments stated that official time should include time to prepare the grievance while a third recommended that a specific statement be added that official times does not include preparation time. Part 771 in the past has required official time only for the presentation of the grievance. The granting of additional time for preparation has been left to agency discretion. No reasons have been presented which indicate a need for change with respect to official time. Additionally, OPM sees no need to prevent an agency from allowing a reasonable amount of official time for preparation.

(c)(4) Two criticisms were received on this paragraph that as worded it could require unnecessary escalation. OPM has amended this statement to read: "The right to communicate with the servicing personnel office or a counselor of the agency."

One of those commenting asked what type of counselor was meant. OPM did not intend to limit the type of counselor.

(d) No comments were submitted on this paragraph.

(e) Two comments recommended that the grievant be given a copy of the grievance file. OPM believes that it is unnecessary to duplicate the grievance file so long as the grievant has free and reasonable access to all of the material in the file. Two of those commenting recommended that a grievance file be established at any time a grievance is filed and that Part 771 should describe the minimum contents of the file. OPM regulation establishes minimum requirements. There would be no objection if any agency required the establishment of a file on a grievance that was settled informally. OPM does not believe however, that the establishment of such a requirement in Part 771 would serve a useful purpose. A definition of grievance file has been included in § 771.202 which includes a brief statement of its contents.

(f) Those concerned with this paragraph indicated that the decision should be in writing at all times, that the decision should be in writing only when the employee is required to put the grievance in writing, and that the written requirement will have the effect of circumventing informal resolution and raise the matter past the supervisor. Agencies may wish to have a written record of all grievances, whether settled informally or whether decided after fact-finding procedures. On the other hand, OPM sees no reason to require a written decision when the supervisor and the grievant have settled the matter informally. We did not intend that a requirement for a written decision when the grievance is presented in writing discourage the informal resolution of administrative grievances.

Additionally, one of those commenting questioned the authority of the fact-finder in making the decision. OPM feels that either the factf-inder or another official who has not previously been involved in the grievance (except when the deciding official is head of the agency) may make the final decision. Delegations of authority are made by the head of the agency within the restrictions prescribed by OPM. Some agencies will delegate authority to the fact-finder to make a final decision while others will authorize this individual only to make findings of fact and recommend a decision.

Two comments requested clarification of the restriction on the deciding official that he or she be at a higher level than any employee involved in any phase of the grievance. OPM will include a discussion in the FPM of the meaning of "involved".

§ *771.303 Obligation of the Grievant.* A new section concerning the obligation of the grievant has been inserted at the request of one of those submitting comments. The new section requires the employee filing a grievance, whether orally or in writing, to do so within any appropriate time limits established in the agency procedures, to explain his or her concerns, and to identify the personal relief being sought.

§ *771.304 (Incorrectly numbered 771.302 in the proposed regulation) Review by the Office of Personnel Management.* Two comments were received on this section: that OPM should approve agency administrative grievance plans before implementation

and that OPM should review individual complaints that an agency administrative grievance system violates regulatory requirements. OPM believes that the administration of a plan is more important than the plan itself. OPM may undertake a review of an allegation that some provision of an agency administrative grievance system violates Part 771 upon receipt of factual information specifically describing the alleged system violation. OPM does not, however, have authority to review individual grievances.

The Office of Personnel Management would like to express its appreciation for the observations, criticisms, suggestions, and recommendations submitted by individuals, agencies, and labor organizations. The comments have been most helpful in drafting the final Part 771.

The Director of the Office of Personnel Management finds that because the need to clarify the coverage of the administrative grievance system for new programs being implemented under the Civil Service Reform Act, good cause exists for suspending the 30-day delay in effecting final rules required by 5 U.S.C. 553(d).

Office of Personnel Management.

Beverly M. Jones,

Issuance System Manager.

Accordingly, the Office of Personnel Management is revising 5 CFR Part 771 to read as follows:

PART 771—AGENCY ADMINISTRATIVE GRIEVANCE SYSTEM

Subpart A [Reserved]

Subpart B—General

Sec.

771.201 Purpose.
771.202 Definitions.
771.203 Agency coverage.
771.204 Employee coverage.
771.205 Grievance coverage.
771.206 Exclusions.

Subpart C—Establishment of Agency Administrative Grievance System

771.301 Establishment and publication.
771.302 Criteria.
771.303 Obligation of the grievant
771.304 Review by the Office of Personnel Management.

Authority: 5 U.S.C. 1302, 3301, 3302, 7301; E.O. 9830, 3 CFR 1943–1948 Comp., pp. 606–624; E.O. 11222, 3 CFR 1964–1969 Comp., p. 306

Subpart A [Reserved]

Subpart B—General

§ 771.201 Purpose.

This part sets forth the regulations under which each agency shall establish an agency administrative grievance system.

§ 771.202 Definitions.

In this part:

"*Bargaining unit employee*" means an employee included in an appropriate exclusive bargaining unit as determined by the Federal Labor Relations Authority for which a labor organization has been granted exclusive recognition.

"*Employee*" includes a former employee of an agency for whom a remedy can be provided.

"*Grievance*", except as provided in § 771.206 of this part, means a request by an employee, or by a group of employees acting as individuals, for personal relief in a matter of concern or dissatisfaction relating to the employment of the employee(s) which is subject to the control of agency management.

"*Grievance file*" means a separate file which contains all documents related to the grievance, including but not limited to any statements of witnesses, records or copies thereof, the report of the hearing when one is held, statements made by the parties to the grievance, and the decision.

"*Personal relief*" means a specific remedy directly benefiting the grievant(s) and may not include a request for disciplinary or other action affecting another employee.

§ 771.203 Agency coverage.

Except as provided in § 771.206(a), this part applies to the executive agencies and military departments as defined by sections 102 and 105 of title 5, United State Code, and to those organizational units of the legislative and judicial branches having positions in the competitive service.

§ 771.204 Employee coverage.

(a) *Required coverage.* Except as provided in § 771.206(b), this part shall cover all nonbargaining unit employees of the agency.

(b) *Discretionary coverage.* An agency may extend the coverage of this part to bargaining unit employees consistent with the provisions of 5 U.S.C. 7121, or to applicants for employment with the agency.

§ 771.205 Grievance coverage.

Except as provided in § 771.206(c), this part applies to any matter of concern or dissatisfaction relating to the employment of an employee whch is subject to the control of agency management, including any matter on which an employee alleges that coercion, reprisal, or retaliation has been practiced against him or her.

§ 771.206 Exclusion.

(a) *Agencies excluded.* This part does not apply to the Central Intelligence Agency, the Federal Bureau of Investigation, the Defense Intelligence Agency, the National Security Agency, the Nuclear Regulatory Commission, the Tennessee Valley Authority, the Postal Rate Commission, and the U.S. Postal Service.

(b) *Employees excluded.* This part does not apply to:

(1) A noncitizen appointed under Civil Service Rule VIII, § 8.3 of this title;

(2) An alien appointed under section 1471(5) of title 22, United States Code;

(3) An individual paid from funds as defined in section 2105(c) of title 5 or section 4202(5) of title 38, United States Code;

(4) A physician, dentist, nurse, or other employee appointed under chapter 73 of title 38, United States Code;

(5) A member of the Foreign Service of the United States covered under the Foreign Service Grievance System as defined in Part J of Title VI of the Foreign Service Act of 1946, as amended; or

(6) An employee otherwise included under § 771.204(a) of this subpart when he or she is a member of a class of employees excluded from coverage by the Office on the recommendation of the head of the agency concerned.

(c) *Matters excluded.* (1) This part does not apply to:

(i) The content of published agency regulations and policy;

(ii) A decision which is appealable to the Merit Systems Protection Board or subject to final administrative review by the Office of Personnel Management or the Equal Employment Opportunity Commission under law or regulations of the Office or the Commission;

(iii) Nonselection for promotion from a group of properly ranked and certified candidates;

(iv) A preliminary warning notice of an action which, if effected, would be covered under the grievance system or excluded from coverage by paragraph (c)(1)(ii) of this section;

(v) A return of an officer or employee from the Senior Executive Service to the General Schedule during the one year period of probation or for less than fully successful executive performance under section 3592 of title 5, United States Code;

(vi) An action which terminates a temporary promotion within a maximum period of two years and returns the employee to the position from which the employee was temporarily promoted, or reassigns or demotes the employee to a different position that is not at a lower grade or pay than the position from which the employee was temporarily promoted;

(vii) The substance of the critical elements and performance standards of an employee's position which have been established in accordance with the requirements of subchapter I of chapter 43 of title 5, United States Code, and Part 430 of this title;

(viii) The granting of or failure to grant an employee performance award or the adoption of or failure to adopt an employee suggestion or invention under sections 4503–4505, or the granting of or failure to grant an award of the rank of meritorious or distinguished executive under section 4507 of title 5, United States Code;

(ix) The receipt of or failure to receive a performance award under section 5384 of title 5, United States Code, or a quality salary increase under section 5336 of title 5, United States Code;

(x) A merit pay determination or a merit pay increase or the lack of a merit pay increase under the Merit Pay System, or a decision on the granting of or failure to grant cash or honorary recognition under chapter 54 of title 5, United States Code, and Part 540 of this title;

(xi) The termination under subpart H of Part 315 of this title of a probationer for unsatisfactory performance;

(xii) A performance evaluation under subchapter II of chapter 43 of title 5, United States Code.

(2) This part does not apply to the following actions unless the agency extends the coverage to any aspect of them:

(i) A return of an employee from an initial appointment as a supervisor or manager to a nonsupervisory or nonmanagerial position for failure to satisfactorily complete the probationary period under section 3321(a)(2) of title 5, United States Code, and subpart I of Part 315 of this title; and

(ii) A separation action not excluded by paragraph (c) (1) of this section.

Subpart C—Establishment of Agency Administrative Grievance System

§ 771.301 Establishment and publication.

(a) *Establishment.* Each agency covered by this part shall establish and administer an agency grievance system in accordance with the criteria in § 771.302 of this subpart.

(b) *Publication.* Each agency shall publish and make available to employees copies of its administrative grievance procedures.

§ 771.302 Criteria.

The following criteria shall govern the establishment and administration of an agency administrative grievance system:

(a) Prompt consideration of each grievance, including reasonable time limits for processing the grievance.

(b) Procedures appropriate for the matter being grieved which provide the employee a reasonable opportunity to present a grievance and receive fair consideration of the matter being grieved. The procedures shall provide for fact-finding, when appropriate, which shall include a hearing when one is suitable to ascertain the circumstances concerning the grievance. Fact-finding procedures shall be carried out by a person(s) who has not been involved in the matter being grieved and who does not occupy a position subordinate to any official who recommended, advised, made a decision on, or who otherwise is or was involved in, the matter being grieved.

(c) Assurance to the grievant of:

(1) Freedom from restraint, interference, coercion, discrimination or reprisal in presenting a grievance;

(2) The right to be accompanied, represented, and advised by a representative of his or her own choosing, except that an agency may disallow the choice of an individual as a representative which would result in a conflict of interest or position, which would conflict with the priority needs of the agency, or which would give rise to unreasonable costs to the Government;

(3) A reasonable amount of official time to present the grievance if the employee is otherwise in a duty status; and

(4) The right to communicate with the servicing personnel office or a counselor of the agency.

(d) Assurance to the employee's representative of:

(1) Freedom from restraint, interference, coercion, discrimination or reprisal; and

(2) A reasonable amount of official time to present the grievance if the representative is an employee of the agency and is otherwise in a duty status:

(e) When fact-finding is utilized, establishment of a grievance file which is made available to the grievant and his or her representative for review and comment:

(f) At any time an employee places a grievance in writing, a written decision, which includes a report of findings and reasons for the determination, made by:

(1) An official at a higher level than any employee involved in any phase of the grievance, except when the head of the agency has been involved, or

(2) The official(s) designated to determine the disputed facts.

§ 771.303 Obligation of the grievant.

An employee in exercising the entitlement to present a grievance under this part shall:

(a) Comply with appropriate time limits established by the agency;

(b) Furnish sufficient detail to clearly identify the matter being grieved; and

(c) Specify the personal relief being requested.

§ 771.304 Review by the Office of Personnel Management.

The Office of Personnel Management shall review from time to time each agency administrative grievance system developed under this part to determine whether the administrative grievance system meets the requirements of this part. The Office shall require corrective action to bring a system which fails to meet the requirements into conformity. The Office does not act on a request by an employee to review the processing of, or the decision on, an individual grievance.

[FR. Doc. 79-39820 File 12-28-79; 8:45 am]
BILLING CODE 6325-01-M

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 971

[Amdt. 1]

Lettuce Grown in Lower Rio Grande Valley in South Texas; Handling Regulation

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This amendment extends through March 31, 1980, container, pack, and inspection requirements on shipments of lettuce grown in the Lower Rio Grande Valley in South Texas. Standardizing trading practices improve marketing efficiency, promote orderly marketing of such lettuce, and help provide better quality lettuce at reasonable prices to consumers.

EFFECTIVE DATE: January 1, 1980.

FOR FURTHER INFORMATION CONTACT: Donald S. Kuryloski (202) 447–6393.

SUPPLEMENTARY INFORMATION: Marketing Agreement No. 144 and Marketing Order No. 971 regulate the handling of lettuce grown in the Lower

Rio Grande Valley in South Texas. This program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). The South Texas Lettuce Committee, established under the order, is responsible for its local administration.

Notice was published in the November 23 Federal Register (44 FR 67131) regarding the amendment. It afforded interested persons an opportunity to file written comments by December 21, 1979. None was filed.

This regulation is based upon the recommendations made by the committee at its public meeting in McAllen, Texas, on November 1, 1979.

The recommendations of the committee reflect its appraisal of the 1979–80 lettuce crop and marketing prospects for the season, and are similar to the temporary regulation in effect from November 19, 1979.

The container and pack requirements are in accord with the generally accepted commercial practices of the South Texas lettuce industry of packing specified numbers of heads of lettuce in specific sized containers limited to those found acceptable to the trade for safe transportation of the lettuce, and will prevent deceptive practices.

In addition the South Texas lettuce industry is accustomed to operating on a six day shipping week. A six day shipping week has proven adequate for five days distribution in terminal markets, therefore, "packaging holidays" on Sundays will promote more efficient and orderly marketing. However, handlers will be permitted, with the approval of the committee, to package lettuce on Sunday whenever the committee finds that distribution is inadequate, or that crop damage is imminent.

No purpose would be served by regulating the containers or pack or requiring the inspection and assessment of insignificant quantities of lettuce. Therefore each person is exempt from such requirements for up to two cartons or equivalent of lettuce per day.

Provisions with respect to special purpose shipments, including export, are designed to meet the different requirements for export and noncommercial domestic trade. Because of the production area's proximity to the Mexican border, Mexican buyers have been accustomed to acquiring small lots of production area lettuce for their home market. These buyers use lettuce which fails to meet the proposed pack and container requirements. Inasmuch as such shipments have a negligible effect on the domestic market, they are permitted if certain safeguard requirements are met.

After consideration of all relevant matters, including the proposal set forth in the notice, it is found that the amended handling regulation will tend to effectuate the declared policy of the act.

It is further found that good cause exists for not postponing the effective date of this section 30 days after its publication in the Federal Register (5 U.S.C. 553) because (1) shipments of the 1980 crop lettuce grown in the production area are being made; (2) to maximize benefits to producers the effective period should be set to include as many shipments as possible this season; (3) information regarding the provisions of the recommendation by the committee has been disseminated among growers and handlers of lettuce in the production area; and (4) compliance with this section should not require any special preparation on the part of handlers subject thereto which cannot be completed by such effective date.

This final rule has been reviewed under USDA criteria for implementing Executive Order 12044. A determination has been made that this action should not be classified "significant." An Impact Statement is available from James B. Wendland (202) 447–3823.

The amendment is as follows: Section 971.320 is added:

§ 971.320 Handling regulation.

During the period January 1, 1980, through March 31, 1980, no person shall handle any lot of lettuce grown in the production area unless such lettuce meets the requirements of paragraphs (a), (b) and (c) of this section, or unless such lettuce is handled in accordance with paragraphs (d) or (e) of this section. Further, no person may package lettuce during the above period on any Sunday unless approved in accordance with paragraph (f).

(a) *Containers.* Containers may be only the following depth, width and length respectively:

(1) Cartons with inside dimensions of 10 inches x 14¼ inches x 21⁵⁄₁₆ inches (designated as carrier container No. 7303), or

(2) Cartons with inside dimensions of 9¾ inches x 14 inches x 21 inches (designated as carrier container No. 7306), or

(3) Cartons with inside dimensions of 14 inches x 9¾ inches x 21 inches (designated as carrier container No. 7313), or

(4) Cartons with inside dimensions of 10¾ inches x 16⅛ inches x 21½ inches (designated as carrier container No. 7312—flat pack).

(b) *Pack.* (1) Lettuce heads, packed in containers No. 7303, 7306, or 7313; if wrapped may be packed only 18, 20, 22, 24, or 30 heads per container; if not wrapped, only 18, 24, or 30 heads per container.

(2) Lettuce heads in container No. 7312 may be packed only 24 or 30 heads per container.

(c) *Inspection.* (1) No handler shall handle lettuce unless such lettuce is inspected by the Texas-Federal Inspection Service and an appropriate inspection certificate has been issued for it, except when relieved of such requirement by paragraphs (d) or (e) of this section.

(2) No handler may transport by motor vehicle, or cause such transportation of, any shipment of lettuce for which inspection is required unless each such shipment is accompanied by a copy of an appropriate inspection certificate or shipment release form (SPI–23) furnished by the inspection service verifying that such shipment meets the pack and container requirements of this section. A copy of such inspection certificate or shipment release form shall be available and surrendered upon request to authorities designated by the committee.

(3) For administration of this part, such inspection certificate or shipment release form required by the committee as evidence of inspection is valid for only 72 hours following completion of inspection, as shown on such certificate or form.

(d) *Minimum quantity.* Any person may handle up to, but not to exceed two cartons or the equivalent of lettuce a day without regard to inspection, assessment, container and pack requirements. This exception shall not be applied to any shipment of over two cartons of lettuce.

(e) *Special purpose shipments.* The container, pack, and inspection requirements of this section shall not be applicable to shipments as follows:

(1) For relief, charity, experimental purpose, or export to Mexico, if a handler presents a Certificate of Privilege for such lettuce prior to handling it, pursuant to §§ 971.120–971.125; and

(2) For export to Mexico, only if the handler of such lettuce loads and transports it in a vehicle bearing Mexican registration (license).

(f) *Suspensions of packing holidays.* Upon approval of the committee, the prohibition against packaging lettuce on any Sunday may be modified or suspended to permit the handling of lettuce provided such handling complies with the procedures and safeguards specified by the committee.

(g) *Definitions.* (1) "Wrapped" heads of lettuce refers to those which are enclosed individually in parchment, plastic, or other commercial film and then packed in cartons or other containers.

(2) Other terms used in this section have the same meaning as when used in Marketing Agreement No. 144 and this part.

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

Dated: December 26, 1979, to become effective January 1, 1980.

D. S. Kuryloski,

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

[FR Doc. 79-39923 Filed 12-31-79; 8:45 am]

BILLING CODE 3410-02-M

DEPARTMENT OF ENERGY

Economic Regulatory Administration

10 CFR Part 211

Statement of Policy Regarding Year-End Settlement of Allocations Pursuant to 10 CFR 211.25(c)

AGENCY: Economic Regulatory Administration, Department of Energy.

ACTION: Notice of Statement of Policy Regarding Year-End Settlement of Allocations Pursuant to 10 CFR 211.25(c).

SUMMARY: The ERA has determined that normal tank wagon and tank transport deliveries to retailers which include portions of the retailers' December 1979 and January 1980 allocations are not prohibited by § 211.25(c) of the regulations. This determination prevents the result which would occur if a retailer in late December were entitled to less than a full tank wagon load under the year-end settlement provision, but normal business practice did not provide for deliveries of less than a full tank wagon load.

EFFECTIVE DATE: January 2, 1980.

FOR FURTHER INFORMATION CONTACT: Romulo Diaz, 202–254–3927.

SUPPLEMENTARY INFORMATION: It has come to the attention of the Economic Regulatory Administration (ERA) that the year-end settlement of advances and deferrals of allocations pursuant to 10 CFR 211.25(c) may create unwarranted problems in the delivery of motor gasoline to retail service stations in December 1979. Section 211.25(c) of the Mandatory Petroleum Allocation Regulations states:

> To accommodate seasonal and other fluctuations in both supply and demand, such as requirements for agricultural production, suppliers and wholesale purchasers may agree between and among themselves either to borrow on future allocations or to defer current allocations or both on a volume for volume basis within the total allocations for one calendar year as long as such arrangements do not result in an involuntary reduction in allocations to other wholesale purchasers.

Participants in a recent Motor Gasoline Advisory Committee meeting raised a question regarding the applicability of § 211.25(c) to full tank wagon and tank transport (tank wagon) deliveries to retail service stations. It is normal business practice for suppliers to deliver motor gasoline to retail service stations only in full tank wagon loads. Some gasoline retailers are concerned that they may lose a portion of their December allocation if the year-end settlement provisions are interpreted to preclude deliveries of allocations which are attributable in part to a succeeding calendar year. Such a result would occur if a retailer in late December were entitled to less than a full tank wagon load under the year-end settlement provision, but normal business practice did not provide for deliveries of less than a full tank wagon load. In these circumstances, the retailer would lose that portion of his December 1979 allocation not actually delivered in 1979.

The ERA has determined that normal tank wagon and tank transport deliveries to retailers which include portions of the retailers' December 1979 and January 1980, allocations are not prohibited by § 211.25(c) of the regulations. Accordingly, the ERA will interpose no objection to such deliveries in accordance with the normal business practices of the suppliers.

Issued at Washington, D.C. on December 21, 1979.

Douglas G. Robinson,

Acting Administrator, Economic Regulatory Administration.

[FR Doc. 79-39751 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

12 CFR Part 4

Description of Office, Procedures, Public Information; Collective Investment Fund Reports

AGENCY: Comptroller of the Currency.

ACTION: Final rule.

SUMMARY: This amendment revises 12 CFR § 4.11(b)(4) which concerns reports required from banks exercising fiduciary powers. It also deletes from 12 CFR § 4.13(a), which lists forms currently in use by the Comptroller of the Currency, the name of a form which the Comptroller has determined to eliminate. The purpose of this amendment is to conform the regulations to procedures determined by the Comptroller to be both less burdensome to banks and fully adequate for the effective supervision of national bank collective investment funds.

EFFECTIVE DATE: This amendment is effective January 2, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Alan Priest, Legal Advisory Services Division, Comptroller of the Currency, Washington, D.C. 20219. (202) 447–1880.

SUPPLEMENTARY INFORMATION: This amendment is issued under authority of 12 U.S.C. § 1 *et seq.*, under the publication requirement of 5 U.S.C. § 552(a)(1)(C).

This amendment of 12 C.F.R. §§ 4.11(b)(4) and 4.13(a) reflects a reduction in reporting requirements imposed on national banks administering collective investment funds. As the amendment is non-controversial and simply conforms regulations to practices already adopted, the notice and comment provisions of 5 U.S.C. § 553 are unnecessary. Therefore, this amendment is published in the Federal Register as a final rule.

Description of Change

In furtherance of his efforts to eliminate unnecessary regulatory burdens on national banks, the Comptroller has determined to eliminate the Common Trust Fund Survey (CC 7500–01). Much of the information elicited by the Survey no longer is necessary for carrying out the Comptroller's responsibilities. Four of the twenty-seven items formerly included in the Survey continue to provide information necessary for effective supervision and therefore have been added to the Trust Department Annual Report (12 C.F.R. § 4.11 (b)(4)). These actions by the Comptroller of the Currency reduce the reporting burdens for national banks administering over 3,900 funds.

Paragraph (a) of 12 C.F.R. § 4.13 lists those forms currently in use by the Comptroller of the Currency. By deleting the Common Trust Fund Survey (CC 7500–01) from this list, this amendment effectively discontinues its use.

In 1976, the Comptroller of the Currency reduced the regulatory burdens on national banks by eliminating the requirement that national banks administering collective investment funds file a copy of the

Annual Financial Report of Collective Investment Funds, 12 C.F.R. § 4.13(b)(3), with the Comptroller's Office. FR 26679 (1976). The last sentence of paragraph (b)(4) of 12 C.F.R. § 4 11, a reference to this eliminated reporting requirement, was inadvertently not deleted at that time. The Comptroller is now deleting that unnecessary sentence.

This amendment also amends paragraph (b)(4) of 12 C.F.R. § 4.11 by eliminating from that paragraph a gender-specific reference.

Drafting Information

The principal drafter of this document is Alan Priest, Legal Advisory Services Division, Office of the Comptroller of the Currency, Washington, D.C. 20219.

Adoption of Amendment

Accordingly, 12 C.F.R. Part 4 is amended as follows:

1. Section 4.11 is amended by revising paragraph (b)(4) to read as follows:

§ 4.11 Supervision of bank operations.

* * * * *

(b) Reports of banks

* * * * *

(4) *Trust department reports.* Each national bank which exercises fiduciary powers must submit annually to the Comptroller of the Currency, on the date specified by the Comptroller, a report of the condition of its trust department. The Comptroller furnishes "Trust Department Annual Report" forms and instructions for their preparation and filing.

* * * * *

§ 4.13 [Amended]

2. Section 4.13(a) is amended to delete the reference to Form CC 7500-01: Common Trust Fund Survey.

Dated: December 21, 1979.

John G. Heimann,

Comptroller of the Currency.

[FR Doc. 79-39919 filed 12-31-79; 8:45 am]

BILLING CODE 4810-33-M

---

12 CFR Parts 4 and 23

Statements of Business Interest of Directors and Principal Officers of National Banks; Description of Office Procedures, Public Information

AGENCY: Comptroller of the Currency.

ACTION: Final rule.

SUMMARY: The Office of the Comptroller of the Currency is amending its regulaton Part 23—Statements of Business Interest of Directors and Principal Officers of National Banks (12 CFR Part 23) and making changes in two related forms. The Board of Governors of the Federal Reserve System has adopted amendments to its Regulation O (12 CFR Part 215), applicable to member banks, and the Comptroller is replacing the current requirements of Part 23 with a cross-reference to those amendments to eliminate inconsistent or duplicative provisions.

EFFECTIVE DATE: December 31, 1979.

FOR FURTHER INFORMATION CONTACT: Larry Raz, Legal Advisory Services Division, Comptroller of the Currency, Washington, D.C. 20219, telephone: (202) 447-1880.

SUPPLEMENTARY INFORMATION: In 1974, the Comptroller adopted Part 23 (39 FR 41736, December 2, 1974, amended at 40 FR 17136, April 17, 1975). The regulation required that directors and principal officers of a national bank report to their bank the existence of the business enterprises of those persons reporting. The regulation also required reporting any specified interest of the director or principal officer, which did not appear on the bank's books as having been made to, or for the benefit of, the director or principal officer. The aim of the regulation was to inform the bank's board of directors and national bank examiners of certain insider borrowing. Initial reports were to be filed by July 1, 1975, and additional reports were required within 30 days of the occurrence of a material change. Individuals becoming directors or principal officers were required to file reports within 30 days of attaining such a position. If no significant transactions has occurred, a report was nevertheless required. Section 23.3 required the reports to be on a specified form, Form CC-9030-29, listed in the Comptroller's Regulation Part 4, Description of Office Procedures, Public Information (12 CFR Part 4).

On December 9, 1977, the Comptroller published a proposed policy statement which would have declared extensions of credit on preferential terms to directors, significant shareholders, or companies they control to be an imprudent banking practice. 42 FR 62145. The policy statement did not cover preferential extensions of credit to executive officers because those transactions were, and remain, violations of statute. The proposed policy statement would also have prohibited preferential extensions of credit to families of directors, executive officers, and significant shareholders, as well as preferential extensions of credit made on a reciprocal basis between banks to each other's directors and executive officers. Under the proposed policy statement, those transactions would have been abuses of the lending bank.

Titles VIII and IX of the Financial Institutions Regulatory and Interest Rate Control Act of 1978 (Pub. L. 95-630) ("FIRA"), which became effective on March 10, 1979, expanded the prohibitions on preferential loans to bank insiders; required bank insiders to file reports with their banks on an annual basis regarding transactions with correspondent banks; and required banks to file certain reports, available to the public, with their primary Federal bank regulatory agency regarding insider transactions. Under FIRA, the Board of Governors of the Federal Reserve System has authority to adopt implementing regulations applicable to state member banks. The Federal Deposit Insurance Corporation has similar authority with respect to federally insured state banks which are not members of the Federal Reserve System. The Comptroller possesses regulation writing authority with respect to national banks. On November 28, 1979, the Board of Governors of the Federal Reserve System published final amendments to its Regulation O (44 FR 67973) implementing Titles VIII and IX, to be effective December 31, 1979. The Comptroller, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation have agreed to adopt substantially identical forms with respect to reports required from banks, and to prepare, disseminate, and suggest use of substantially identical forms for certain reporting by bank insiders to their banks.

As a result of the amendments to Regulation O, the Comptroller has reviewed Part 23 to determine whether it should be revised. The review included a consideration of the substantive differences between Part 23 and Regulation O. Part 23 required directors and principal officers to report to their banks those loans which did not appear on the bank's books as being for the benefit of the director or principal officer. The report was required within 30 days of the transaction. Regulation O had no similar requirement. Thus, Part 23 provided national banks and national bank examiners with valuable, otherwise potentially unknown information, to monitor transactions with certain bank insiders.

Title I of FIRA establishes a statutory prohibition on preferential loans to directors, principal officers and principal shareholders, and their interests. Under Regulation O, each insured bank must file an annual report listing, among other matters, all

principal officers and principal shareholders who, directly or through their related interests, had outstanding extensions of credit.

Thus, there appear to be differences in five general areas summarized below:

1. *Persons covered.* Part 23 covers directors and principal officers and their interests. Regulation O covers executive officers and principal shareholders, and their interests.

2. *Transactions covered.* Part 23 covers material transactions not otherwise identifiable on the bank's books as associated with the person covered. Regulation O covers all transactions.

3. *Timing of reports.* Part 23 requires a report within 30 days. Regulation O requires an annual report.

4. *Banks' internal procedures.* Part 23 requires a report to the bank on a specified form. To comply with Regulation O, each bank will need to develop its own internal monitoring, reporting, or control system.

5. *Supporting statutory prohibitions.* When Part 23 was adopted, preferential transactions with principal officers were prohibited. Extensions of credit to directors, principal officers, principal shareholders, and their interests are now considerably restricted by FIRA.

6. *Public Reports.* Part 23 did not require the bank to make any of the information public. FIRA requires public disclosure of insider borrowers from the reporting bank and its correspondents. FIRA also requires public disclosure of a list of principal shareholders by the reporting bank.

In order to analyze the merits of retaining the current Part 23, national bank examiners reviewed the reports filed under that Part at all national banks undergoing a bank examination during a two week period during the summer of 1979. The review covered reports from 225 national banks of all sizes (approximately 5% of all national banks). Although this review may not be a statistically valid sample, the Comptroller believes that extrapolating the results to all national banks will be generally accurate. The review provides insight in determining the effects of Part 23.

This review indicated that approximately 62,300 persons are subject to the reporting requirements of Part 23. Approximately 14,000 persons have reported transactions with their banks. Approximately 24,100 reports were filed in the 12-month period preceding the review, revealing an estimated 2200 loans not otherwise evident on the banks' books. Under Part 23, these loans are reported within 30 days of being made. Under Regulation O, however, each bank must develop internal controls to collect information annually on these and other transactions.

The Comptroller has decided to delete the existing requirements of Part 23 and to replace them with the new requirements of Regulation O. The decision is based on: A consideration of the information contained in the reports required under Part 23; The increased restrictions on transactions with insiders imposed by Congress in FIRA; The goal of reducing unnecessary, duplicative or overlapping regulatory requirements; and The need for information to be available to national bank examiners and directors of national banks to discharge their duties effectively.

The Comptroller is also replacing the form previously used for Part 23 reports with a form identical to that adopted by the Board of Governors of the Federal Reserve System for banks' annual reports. Further, the Comptroller is adopting a new suggested form, also identical to that adopted by the Board of Governors of the Federal Reserve System, to assist bank insiders to report to their own banks their transactions with banks which have correspondent bank relationships with their banks. The Comptroller is withdrawing the 1977 proposed policy statement.

On March 6, 1979, the Federal banking agencies published for comment proposed regulations to implement Titles VIII and IX of FIRA. The proposed regulations would have applied the reporting requirements of the proposed Regulation O of the Board of Governors of the Federal Reserve System to national banks.

The agencies received 106 letters of comment. None of the comments addressed the question of whether the Comptroller should adopt an independent regulation for national banks. Consequently, the Comptroller adopts the reporting requirements contained in Regulation O, Part 215, as the FIRA Title VIII and IX reporting requirements for national banks.

The Comptroller has determined that adoption of the other changes does not require public comment. This change in Part 23 eliminates some reporting requirements for reports not available to the public. The national banks which used the information collected by Part 23 may still collect that information if so desired.

The Comptroller finds that publication of the amended Part 23 for the full 30 day period specified in 5 U.S.C. 553(d) is unnecessary because repeal of existing Part 23 relieves a reporting requirement. The Comptroller finds that the replacement of Part 23 with the reporting requirement of Regulation O, 12 CFR Part 215, of the Board of Governors of the Federal Reserve System does not require publication for the full 30 day period specified in 5 U.S.C. 553(d) because the first report is due on January 31, 1980, and those persons affected by the reporting requirements were fully informed of the application of Regulation O upon its adoption and publication on November 28, 1979, at 44 FR 67973.

Adoption of Amendments

Accordingly, the Comptroller adopts the following amendments to Title 12, Code of Federal Regulations:

1. Part 4 is amended in § 4.13(a) by deleting the reference to Form CC 9030–29 and by adding references to Forms FFIEC 003 and FFIC 004 following Form CC 9030–28 to read as follows:

§ 4.13 Forms and instructions.

(a) * * *

FFIEC 003: Report on Ownership of the Reporting Bank and on Indebtedness of its Executive Officers and Principal Shareholders to the Reporting Bank and to its Correspondent Banks FFIEC 004: Report on Indebtedness of Executive Officers and Principal Shareholders and their Related Interests to Correspondent Banks

* * * * *

2. Part 23 is revised to read:

PART 23—ANNUAL REPORTS OF NATIONAL BANK OWNERSHIP AND INSIDER INDEBTEDNESS TO NATIONAL BANK AND ITS CORRESPONDENT BANKS

Sec.
23.1 Authority and scope.
23.2 Reporting requirements.

Authority.—12 U.S.C. 1972 (F) (vi) and 1817(k)(3).

§ 23.1 Authority and scope.

This part is issued by the Comptroller of the Currency pursuant to sections 1972(2)(F)(vi) and 1817(k)(3) of Title 12 of the United States Code. Under this part, principal shareholders and executive officers of a national bank must file with that bank report of indebtedness to correspondent bank of their national bank. Each national bank must also file a report with the Comptroller of the Currency, regarding (1) the ownership of the bank, and (2) indebtedness of the bank's executive officers and principal shareholders to the bank and its correspondent banks.

§ 23.2 Reporting requirements.

The Comptroller adopts by reference the reporting requirements contained in

Regulation O, Part 215, of the Board of Governors of the Federal Reserve System as the reporting requirements for national banks, their executive officers and their principal shareholders under Titles VIII and IX of Pub. L. 95-630.

Authority.—12 USC §§ 1817(k)(i) and 1972 (2)(G).

Dated: December 21, 1979

John G. Heimann,

Comptroller of the Currency.

[FR Doc. 79-39952 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-33-M

---

12 CFR Part 18

Annual Financial Disclosures to Shareholders

AGENCY: Comptroller of the Currency.

ACTION: Final Rule.

SUMMARY: Prior to this amendment to the Comptroller's Regulation Part 18, those national banks with less than 500 shareholders and not wholly owned by a bank holding company were required to send annual reports to shareholders in a prescribed format within a prescribed time period, and were required to file copies of annual reports to shareholders with the Comptroller at two locations. The regulation, as amended, no longer requires the preparation, distribution or filing of annual reports to shareholders. The regulation now requires national banks which do not otherwise send annual reports to shareholders to notify shareholders, with the notice of annual shareholders' meetings, that certain basic financial information already in the public domain may be obtained from the bank without charge.

EFFECTIVE DATE: January 1, 1980.

FOR FURTHER INFORMATION CONTACT: Mr. Rhogher H. Pugh, Director, Coordination Division, Comptroller of the Currency, 490 L'Enfant Plaza East, S.W., Washington, D.C. 20219, Telephone (Area Code 202) 447-1587.

SUPPLEMENTAL INFORMATION:

Background and Proposal. Prior to this amendment to Part 18, those national banks with less than 500 shareholders and not wholly owned by a bank holding company (approximately 4000 of the 4566 national banks) were required to prepare, disseminate and file annual reports to shareholders. A specified format and dissemination timetable were required. On September 19, 1979, the Comptroller proposed amendments to Part 18 to clarify and simplify the financial disclosure requirements and to delete the filing requirement (44 FR 54310). Noting that (1) corporations and banks other than national banks were not subject to similar requirements, (2) all national banks publish certain financial information in newspapers, and (3) the published and additional financial information on every national bank are available to the public from the Comptroller upon request, the Comptroller also requested comment as to reasons for retaining or deleting the regulation in its entirety.

Comments. Comments were received from approximately fifty bankers, two attorneys, a certified public accountant, and two nationwide banking associations. The comments supported adopting most of the specific changes proposed at a minimum, suggested several other exemptions and modifications to reduce the costs involved, and strongly recommended the elimination of the regulation in its entirety.

Suggested Modifications and Exemptions to Reduce Costs. Both the previous and proposed regulation contained a provision requiring that annual reports to shareholders be disseminated at least 10 days prior to a bank's annual meeting of shareholders, but in no event later than 60 days after year end. Comment was received recommending that the 60 day period be extended. Since many banks hold their annual meetings well after this 60 day period, the Comptroller believes that the 60 day rule is inappropriate. The final rule does not contain any specific period for furnishing information to shareholders other than a notice 10 days prior to the bank's annual meeting.

Comment was received recommending giving banks greater flexibility in the specific information required and the format for its presentation. The Comptroller believes that rigid, inflexible rules are counterproductive to meaningful disclosure to shareholders. The final rule makes clear that financial information disclosed may be in any format deemed suitable by the bank, and, where the rule lists minimum disclosure requirements, it states that substantially similar information may be presented.

Both the previous regulation and the proposed amendment would have required annual reports to include footnotes to financial statements necessary for a fair presentation of financial position and results of operations. The Comptroller believes that footnotes to financial statements provide important information to shareholders. The comments indicated, however, that the footnotes were costly to prepare and that many shareholders lacked interest in the details provided therein. Since, in addition to the comments concerning bank costs and shareholder interest in footnotes, companies and banks other than national banks, which have less than 500 shareholders, are generally not required to prepare and disseminate any financial statements, the Comptroller has deleted requirements for footnotes in the final rule. Reflecting the decrease in financial information required by the final rule, the Comptroller has changed the title of this Part from "Annual Reports to Shareholders" to "Annual Financial Disclosure to Shareholders."

Comment was also received suggesting that banks under a particular size or with less than a particular number of shareholders be exempted from the annual reporting requirement. The proposed amendments had included a new provision which, it was originally thought, would provide relief for banks with a small number of shareholders who did not desire an annual report. That proposal, which would have exempted those banks whose shareholders had indicated in writing that an annual report was not desired, has not been adopted in light of comments highlighting its impracticability and limited usefulness.

The Comptroller does not believe that any exemptions are warranted based on the size or number of shareholders of a national bank in light of the amendments being adopted. The needs of shareholders for information concerning their investment is not dependent upon their number or the size of the bank. The Comptroller has, however, eliminated the requirement that all shareholders receive financial disclosures as a matter of course, as discussed below.

Elimination of the Regulation in its Entirety. A very substantial majority of the comments received, including those from the two nationwide banking associations, supported deletion of the regulation in its entirety. In addition to the reasons mentioned by the Comptroller in the notice of proposed rulemaking (parity with other companies and banks and other availability of information), the comments indicated that many shareholders of banks subject to this rule have little interest in the reports and that the costs involved are not justified by the benefits to shareholders. The comments suggested, however, that many national banks would continue to provide annual reports to shareholders even if Part 18 were eliminated.

Despite the fact that no shareholders, the persons whom the regulation is intended to serve, commented, the Comptroller has not repealed the

regulation. Total repeal of the regulation would have limited convenient access to financial information for all shareholders of those national banks previously required to prepare and disseminate annual reports. The Comptroller believes that the convenient availability of national bank financial data to shareholders is an important ingredient of shareholders' rights and can enhance national banks' ability to retain existing and attract new shareholders. The Comptroller has therefore retained a regulation providing for disclosure of financial information to shareholders desiring it, while limiting bank costs to a minimum and preserving substantial flexibility to banks in their presentations.

Description of Final Rule. The revised Part 18, like the previous rule, exempts national banks wholly owned by a bank holding company and those with more than 500 shareholders (which are required to prepare and disseminate annual reports to shareholders under another regulation, Part 11). In addition, Part 18 now exempts national banks which, by choice, disseminate at least a specified minimum of financial information to shareholders prior to or concurrently with the notice of an annual meeting of shareholders.

Those national banks which do not disseminate financial information by choice are, like all other national banks, subject to the statutory requirement (12 U.S.C. 71) and Comptroller's Interpretive Ruling thereunder (12 CFR Part 7.4000) that an annual meeting be held, preceded by at least 10 days notice to shareholders. The new Part 18 requires that all banks not exempt (as described in the preceding paragraph) advise shareholders on or with the notice of an annual meeting that basic financial information concerning the bank is available from the bank without charge. No specific language is required. However, the address, telephone number, and name or title of the bank official to whom requests should be directed must be included. Banks are required to comply "promptly" with such requests, but no inflexible time period is established.

Thus, under the revised Part 18, those national banks which choose to continue preparing and disseminating annual reports or other financial disclosures to shareholders are free to do so without further regulatory requirements (*i.e.*, the notice to shareholders of the availability of basic financial information does not apply). National banks which do not by choice disseminate financial information to all shareholders, as was previously required, must now simply advise shareholders of the availability of information by way of a distribution to shareholders which is already prepared for other purposes. Under revised Part 18, national banks now must supply financial information only to those shareholders who request it.

The financial information which must be given to shareholders who request it consists of portions of the information required to be filed with the Comptroller for supervisory purposes under statute (12 U.S.C. 161) which are available to the public from the Comptroller upon request, some of which national banks must also publish in newspapers. Under the regulation, national banks are permitted to provide copies of the actual documents filed with the Comptroller or substantially similar information. Thus, national banks are required to bear no additional preparation costs and only minimal reproduction and mailing costs, but are permitted flexibility to present their financial information in other formats if they choose to do so.

Adoption of Amendment

Accordingly, the Comptroller amends 12 CFR Part 18 to read as follows:

PART 18—ANNUAL FINANCIAL DISCLOSURES TO SHAREHOLDERS

Sec.

18.1 Purpose and scope.
18.2 Notice to shareholders.
18.3 Response to shareholders' requests.

Authority: R.S. 324 et seq., as amended (12 U.S.C. 1 et seq.).

§ 18.1 Purpose and scope.

(a) *Purpose.* This Part is issued to assure that shareholders of national banks have convenient access to basic financial data concerning their investment, while granting national banks flexibility in providing such data, at a minimum cost, to shareholders who desire it.

(b) *Scope.* This Part applies to all national banks except the following:

(1) Those which are subject to 12 CFR Part 11—Securities Exchange Act Disclosure Rules;

(2) Those which are wholly owned, except for directors' qualifying shares, by a bank holding company; and

(3) Those which choose to disseminate to all shareholders, prior to or concurrently with the delivery of each Notice of annual meeting of shareholders, an annual report to shareholders or other document(s) containing substantially similar or more information as was contained in (i) those portions of the Consolidated Reports of Income, filed with the Comptroller for each of the two preceding full years, covering sources and disposition of income (Section A), changes in equity capital (Section B) and allowance for possible loan losses (Section C), and (ii) the balance sheet portions of the Consolidated Reports of Conditions filed with the Comptroller as of the end of each of the two preceding years.

§ 18.2 Notice to shareholders.

Each Notice for an annual meeting of shareholders shall include or be accompanied by a statement indicating that basic financial information concerning the bank for the two years preceding the meeting may be obtained from the bank without charge. An address, telephone number, and name or title of the bank employee or officer whom shareholders should contact for the information shall be included.

§ 18.3 Response to shareholders' requests.

(a) *Timely compliance.* After receiving a request from any shareholder in response to the notice of the availability of basic financial information, the bank shall promptly mail or otherwise send or deliver such information to the shareholder.

(b) *Information required to be provided.* At a minimum, the bank shall provide substantially similar information as was required to be filed with the Comptroller in (i) Consolidated Reports of Income, for each of the two preceding full years, covering sources and disposition of income (Section A), changes in equity capital (Section B) and allowance for possible loan losses (Section C), and (ii) the balance sheet portions of the Consolidated Reports of Condition as of the end of each of the two preceding years.

(c) *Format.* The information may be presented in any format deemed suitable by the bank. Copies of applicable portions of Consolidated Reports of Income and Consolidated Reports of Condition may be used.

Dated: December 21, 1979.

John G. Heimann,

Comptroller of the Currency.

[FR Doc. 79-39918 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-33-M

NATIONAL CREDIT UNION ADMINISTRATION

12 CFR Part 720

Description of Office, Disclosure of Official Records—Availability of Information, Promulgation of Regulations

AGENCY: National Credit Union Administration.

ACTION: Final rulemaking.

SUMMARY: This amends NCUA's regulation describing its organizational structure to include a description of the structure of the National Credit Union Administration Central Liquidity Facility ("Facility"). It also extends, to the Facility, the applicability of NCUA's rules regarding disclosure of official records, availability of information, and promulgation of regulations. The rule also includes amendments that reflect changes in terminology and structure resulting from the creation of the three person NCUA Board. Finally, the rule updates the descriptions of various NCUA offices to reflect internal changes.

EFFECTIVE DATE: Effective January 2, 1980.

ADDRESS: Nation Credit Union Administration, 1776 G Street, N.W., Washington, D.C. 20456.

FOR FURTHER INFORMATION CONTACT: Bernard Snelnick, Deputy Director of the Office of Administration, National Credit Union Administration, 1776 G Street, N.W., Washington, D.C. 20456. Telephone: (202) 357–1235.

SUPPLEMENTARY INFORMATION:

I. The National Credit Union Central Liquidity Facility

1. Background

The National Credit Union Administration Central Liquidity Facility was established by the National Credit Union Central Liquidity Facility Act (the "Act"), Title XVIII of Pub. L. 95–630, to improve general financial stablility by meeting the liquidity needs of credit unions. The Facility is a "mixed ownership Government corporation" under the Government Corporation Control Act, 31 U.S.C. 841, *et seq.*, and is established within NCUA. The Facility is owned by its member credit unions and managed by the NCUA Board, which serves as its Board of Directors. Regulations governing Facility membership and lending were published on August 23, 1979 (44 FR 49431).

2. Organization

The Facility will share support and administrative services with NCUA and reimburse NCUA for the costs involved. Thus, legal, examination, research and audit support services, as well as administrative services such as personnel and information services will be supplied to the Facility by NCUA staff on an "as needed" basis. Only those operations unique to the Facility, such as lending and investment, will fall within the organizational structure of the Facility. This form of operation is authorized by the Act (12 U.S.C. 1795f(3)), and enables the Facility to operate with a small staff with no duplication of effort between NCUA and the facility.

The operating structure of the Facility will depend, in large measure, on the number of credit unions which choose to join the Facility directly as Regular members as compared to those which choose to gain access to the Facility through Agent members (see Membership Regulation). If most credit unions gain access to the Facility through agents, Facility operations will likely be centralized with the Agents handling a large portion of the activity. On the other hand, if a substantial number of credit unions choose to deal directly with the Facility, NCUA's regional offices will take on increased importance to Facility operations by providing the Facility interface for member credit unions in their region and performing the services which would otherwise by supplied by the Agents.

3. Corporate Structure

The Central Liquidity Facility is a corporation chartered by Congress and has a managerial structure similar to that of other corporations. The management consists of a Board of Directors (the NCUA Board) responsible for overall management and policy, and corporate officers—a President, two Vice Presidents, a Secretary, and a Treasurer—responsible for implementing the Board's decisions and policies on a day-to-day basis.

a. Board of Directors—The Act vests the management of the Facility in the NCUA Board, members of which are appointed by the President of the United States to staggered six-year terms (12 U.S.C. 1752a).

b. President—The President is the chief executive officer of the Facility and has overall responsibility for its day-to-day operations and for seeing that the policies of the Board are implemented.

c. Vice Presidents—The Vice Presidents have responsibility for the operational aspects of the Facility. The Vice President for Credit is in charge of the lending operation of the Facility and has responsbility for developing and coordinating lending policies, standards, and procedures. The Vice President for Finance has responsibility for investment and borrowing to finance Facility operations. The Board can establish other Vice Presidential positions when the Board deems such action appropriate.

d. Treasurer—The Treasurer has custody of the Facility's funds and securities, and maintains the financial and stock records of the Facility.

e. Secretary—The Secretary of the NCUA Board is the Secretary of Facility. The Secretary prepares the Board's agenda, keeps the minutes of its meetings and maintains the nonfinancial records of the Facility.

4. Amendments to NCUA's Rules Regarding Disclosure of Official Records, Availability of Information, and Promulgation of Regulations

In addition to describing the Facility's organizational structure, this regulation also extends to the Central Liquidity Facility the coverage of NCUA's rules regarding disclosure of official records, availability of information, and promulgation of regulations. These rules implement the Privacy Act, Freedom of Information Act, and rulemaking provisions of the Administrative Procedures Act, respectively. No changes have been made in NCUA's rules other than to extend their coverage to the Facility. The Facility will reimburse NCUA for any services provided by NCUA.

II. Changes Resulting From the Creation of a Three Person Board

1. Background

Title V of Pub. L. 95–630 amended the Federal Credit Union Act by creating a three person board to manage NCUA, in place of a single Administrator. The law also abolished the previous advisory body known as the National Credit Union Board. To reflect these changes, NCUA amended its regulations to change the term "Administrator" to the term "Board", to indicate the change in the leadership of the ageency, and also to repeal Part 722 of the regulations (12 CFR Part 722, to reflect the abolishing of the NCU Board).

2. Terminology Changes

Since NCUA is no longer headed by an Administrator, it is inappropriate to refer to the heads of NCUA's offices as Assistant Administrators. Therefore, Part 720 is being amended to change the

terms "Assistant Administrator" and "Deputy Assistant Administrator" to "Director" and "Deputy Director", as appropriate.

3. Additional Changes

As a result of the establishment of the NCUA Board, § 720.2 has been revised to include a description of the Board, to replace the description of the Administrator and Deputy Administrator. In addition, a new provision was added describing the position of the Secretary of the Board. Finally, the procedures for handling Freedom of Information Act (5 U.S.C. 552) (FOIA) appeals have been revised. Previously, in the situation where the Assistant Administrator for Administration (now the Director, Office of Administration) responded to an initial FOIA request, § 720.7(c)(2) would prohibit that person from deciding any appeal of the initial determination and gave that responsibility to the Deputy Administrator. As the position of the Deputy Administrator has been abolished, § 720.7(c)(2) has been amended to indicate that the Vice-Chairman of the NCUA Board will decide FOIA appeals where the Director of the Office of Administration made the determination on the initial FOIA request.

III. Internal Changes

Section 720.2(b) has been amended to update the descriptions of various NCUA offices. These internal changes were made independent from the establishment of the NCUA Board. The description of the Office of General Counsel, in § 720.2(b)(3), is revised to reflect the division of responsibilities among the Assistant General Counsels, and to note that the agency's Director of Congressional Relations is part of this Office. The description of the Office of Administration, in § 720.2(c)(4), is revised to indicate that the positions of Planning Officer and Director of Management Analysis have been abolished. The Office of Examination and Insurance has been restructured by revising the previously existing divisions into a Division of Chartering and Insurance and a Division of Examination and Supervision, which is reflected in the amendment to § 720.2(c)(5). The Office of Research and Analysis has been expanded and renamed as the Office of Policy Analysis, to reflect the type of policy advice that this Office provides to the agency. These changes are described in the revised § 720.2(c)(8). Finally, a new Office of Consumer Affairs has been established, replacing the former Division of Consumer Affairs in the Office of Examination and Insurance. This change is reflected in new § 720.2(b)(9). The previous § 720.2(b)(9) (Public Information Office) has been redesignated as § 720.2(b)(10).

IV. Regulatory Analysis

No regulatory analysis has been developed for this regulatory action because it will not result in (i) an annual effect on the economy of $100 million or more, or (ii) a major increase in costs or expenses for all, or a significant portion of, Federal or federally-insured credit unions with assets under $1 million or for other financial institutions.

V. Failure to Solicit Public Comment

NCUA has not solicited public comments on this regulation because it pertains to matters of agency organization, procedure, and practice, and is exempt from the rulemaking provisions of the Administrative Procedures Act under 5 U.S.C. 553(b)(A), and from NCUA rules requiring public participation in rulemaking under 12 CFR 720.8(b).

VI. Procedures for Regulatory Development

The procedures set forth in NCUA's Final Report "In Response to Executive Order No. 12044: Improving Government Regulations" have been waived in accordance with the exception provided, in Part I of the Final Report, for matters relating to the management of NCUA. The official responsible for the decision is Robert S. Monheit, Senior Attorney (Regulatory Development Coordinator).

Accordingly, 12 CFR Part 720 is hereby amended as set forth below.

Rosemary Brady,

Secretary, National Credit Union Administration Board.

December 21, 1979.

Authority: Sec. 120, 73 Stat. 635 (12 U.S.C. 1766); Sec. 209, 84 Stat. 1014 (12 U.S.C. 1789); Sec. 307, 92 Stat. 3722 (12 U.S.C. 1795f).

§ 720.2 [Amended]

1. 12 CFR 720.2(a) is revised to read as follows:

(a) *General organization.* The National Credit Union Administration (hereinafter referred to as the "Administration") is composed of the National Credit Union Administration Board (hereinafter referred to as the "Board"), with a central office in Washington, D.C., six regional offices, and a corporation known as the National Credit Union Administration Central Liquidity Facility.

* * * * *

2. 12 CFR 720.2(b) is amended as follows:

a. Paragraphs (b) (1) and (2) are revised to read:

* * * * *

(b) * * *

(1) *The Board.* The Board consists of three Members appointed by the President, with the advice and consent of the Senate, for six year terms (except for two of the initial Members who will serve staggered two and four year terms). One Board member is designated by the President to be Chairman of the Board. A second member is designated by the Board to be Vice-Chairman. The Board also serves as the Board of Directors of the National Credit Union Administration Central Liquidity Facility.

(2) *Secretary of the Board.* The Secretary of the Board is responsible for the secretarial functions of the National Credit Union Administration Board. The Secretary's responsibilities include preparation of agendas for the meetings of the Board, preparation and maintenance of the minutes of all official action of the Board, and signing and executing all documents adopted and issued by or on behalf of the Board. The Secretary also serves as the Secretary of the National Credit Union Administration Central Liquidity Facility.

* * * * *

b. Paragraph (b)(3) is amended by replacing the last sentence with the following: "The General Counsel is aided by a Deputy General Counsel, by Assistant General Counsels for Operations and Litigation and for Lending Practices and Administrative Procedures, and by a Director of Congressional Relations."

c. Paragraph (b)(4) is amended by deleting the words *"Assistant Administrator"* in the caption and inserting, in its place, the word *"Director"*; by deleting the words "The Assistant Administrator for Administration" in the first sentence and inserting, in their place, the words "The Director of the Office of Administration"; by deleting the words "management analysis" in the first sentence; by deleting the last sentence and inserting, in its place, "He is aided by a Deputy Director and Assistant Directors of the Division of Personnel, Office Services, and Training and Career Development."

d. Paragraph (b)(5) is amended by deleting the words *"Assistant Administrator"* in the caption and inserting, in their place, the word *"Director"*; by deleting the words "The Assistant Administrator for Examination and Insurance" in the first sentence and inserting, in their place,

the words "The Director of the Office of Examination and Insurance"; and by deleting the last sentence and inserting, in its place, "He is aided by a Deputy Director, and Assistant Directors for the Divisions of Chartering and Insurance, and Examination and Supervision."

e. Paragraph (b)(6) is amended by deleting the words *"Assistant Administrator"* in the caption and inserting, in their place, the word *"Director"*; and by deleting the words "The Assistant Administrator for Internal Audit and Investigation" in the first sentence and inserting, in their place, the words "The Director of the Office of Internal Audit and Investigation".

f. Paragraph (b)(7) is amended by deleting the words *"Assistant Administrator"* in the caption; by deleting the words "The Assistant Administrator for Examination and Insurance" in the next to last sentence and inserting, in their place, the words "The Director of the Office of Examination and Insurance;" and by deleting all the words following "Deputy Comptroller" and inserting in their place the words "and Assistant Comptrollers for Acquired Assets, Financial Management, Information Systems, and Budget and Planning."

g. Paragraph (b)(8) is revised to read:

* * * * *

(b) * * *

(8) *Director, Office of Policy Analysis.* The Director of the Office of Policy Analysis conducts research and analytical studies in the fields of cooperative thrift, credit, the impact of the national economy on the credit union movement, and other matters of concern to the Administration, and provides policy advice to the Board and operating officials. The Director is assisted by an Assistant Director.

* * * * *

h. Paragraph (b)(9) is redesignated as paragraph (b)(10).

i. A new paragraph (b)(9) is added to read as follows:

* * * * *

(b) * * *

(9) *Director, Office of Consumer Affairs.* The Director of the Office of Consumer Affairs directs the Administration's programs for consumer law compliance, consumer education and complaint handling. The Director provides policy advice to the Board on issues affecting consumers. The Director is assisted by a Deputy Director, an Assistant Director for Enforcement and an Assistant Director for Complaint Handling and Unfair Practices.

* * * * *

3. Section 720.2 is also amended by adding new paragraph (d) as follows:

* * * * *

(d) National Credit Union Administration Central Liquidity Facility.

(1) *General organization.* The National Credit Union Administration Central Liquidity Facility ("the Facility") was created by Pub. L. 95-630 to improve general financial stability by providing funds to meet the liquidity needs of credit unions. It is a "mixed ownership Government corporation" (Section 856 of the Government Corporation Control Act, 31 U.S.C. 841, *et seq.*) within the National Credit Union Administration. The Facility's corporate headquarters are located at 1776 G Street, N.W., Washington, D.C. 20456. The Central and Regional offices of the National Credit Union Administration provide services and information to the Facility on a cost-reimbursable basis and, depending upon need, employees of the Facility may be assigned to the regional offices. The Facility is also assisted in its operations by central credit unions designated as "Agent members" which provide Facility services to other credit unions which do not have direct access to the Facility.

(2) *Board of Directors.* The Facility is managed by the National Credit Union Administration Board which acts as the Facility's Board of Directors ("the Board"). The Chairman of the National Credit Union Administration Board is the Chairman of the Board of Directors of the Facility. The Board is assisted in managing the Facility by the following officers who are appointed by and are responsible to the Board: President, Vice President for Credit, Vice President for Finance, Secretary and Treasurer.

(3) *President.* The President is the chief executive officer of the facility and works under the general supervision of the Board. The President provides overall executive direction and guidance and is responsible for the ongoing management of the Facility. The President manages the Facility staff and their activities both in the central office and the regions; provides general supervisionto the other officers of the Facility; and initiates and maintains working relationships with the credit union community, other Federal and State government authorities, and the banking and investment communities.

(4) *Vice President for Credit.* The Vice President for Credit is responsible for planning, implementing, and directing programs related to the Facility's lending policies and procedures. The Vice President for Credit develops and implements the Faciltiy's credit policies, procedures, and regulations, and is responsible for monitoring lending activity throughout the facility to assure conformity with these policies, procedures and regulations. The Vice President for Credit also develops and maintains a working relationship with State supervisors, State insurance authorities, and Federal financial agencies.

(5) *Vice President for Finance.* the Vice President for Finance is responsible for planning, implementing, and directing borrowing and investment programs for the purpose of financing Facility operations. The Vice President for Finance has responsibility for directing Facility borrowing from the Federal Financing Bank, the securities market, and from any other source, and also has responsibility for the Facility's investing of funds in U.S. Government and agency securities. The Vice President for Finance develops and maintains working relationships with the investment and banking communities and with Federal financial agencies.

(6) *Treasurer.* The Treasurer develops and manages the Facility's operational systems for the purposes of monitoring and reporting the use of the Facility's funds. The Treasurer establishes accounting policies and procedures for the Facility, and maintains working relationships with Agent members, State supervisors, and State insurance corporations, and Federal financial agencies.

(7) *Secretary.* The Secretary of the National Credit Union Administration Board serves as the Secretary of the Facility. The Secretary has responsibility for preparing the Board's agenda and giving all required notices, keeping the minutes of the Board, and maintaining all records of the Facility other than those of a financial nature.

(8) *Operational assistance.* The National Credit Union Administration's regional offices and offices of General Counsel, Examination and Insurance, Policy analysis, Internal Audit and Investigation, Administration, Comptroller, and Public Information provide services to the Facility as needed. The Facility reimburses the Administration for services provided.

§§ 720.7, 720.20, 720.22, 720.24, 720.26, and 720.27 [Amended]

4. In addition to the amendments set forth above, 12 CFR Part 720 is amended by deleting the words "Assistant Administrator for Administration" and inserting, in their place, the words "Director of the Office of Administration" in the following places:

(a) 12 CFR 720.7(a)(1), (c)(2), and (c)(3);
(b) 12 CFR 720.20(b);
(c) 12 CFR 720.22(a);
(d) 12 CFR 720.24(a), and (b)(3);
(e) 12 CFR 720.26(a); and
(f) 12 CFR 720.27(a) and (c).

§ § 720.6, 720.7, and 720.26 [Amended]

5. In addition to the amendments set forth above, 12 CFR Part 720 is amended by deleting the words "Deputy Assistant Administrator for Administration" and inserting, in their place, the words "Deputy Director of the Office of Administration" in the following places:
(a) 12 CFR 720.6(a)(1), and (c)(2);
(b) 12 CFR 720.7(c)(1); and
(c) 12 CFR 720.26(a).

§ 720.7 [Amended]

6. 12 CFR 720.7(c)(2) is amended by deleting the words "Deputy Administrator" and inserting, in their place, the words "Vice-Chairman of the National Credit Union Administration Board".

§720.21 [Amended]

7. 12 CFR § 720.21 is amended as follows:

a. Paragraph (a) is amended by inserting before the semicolon, the words ", including the National Credit Union Administration Central Liquidity facility".

b. Paragraph (b) is amended to read " 'Board' means the national Credit Union Adminstration Board;".

§ 720.37 [Amended]

8. 12 CFR 720.37 is amended by deleting the words "Assistant Administrator" and inserting, in their place, the words "Office Director;" and by inserting the words, "President of the Central Liquidity Facility" after the words "Regional Director".

[FR Doc. 79-39950 filed 12-31-79; 8:45 am]
BILLING CODE 7535-01-M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 211

[Release No. SAB-36]

Staff Accounting Bulletin No. 36

AGENCY: Securities and Exchange Commission.

ACTION: Publication of Staff Accounting Bulletin.

SUMMARY: These interpretations of the staff deal with the applicability of the financial accounting and disclosure rules for oil and gas producers contained in Rule 3-18 of Regulation S-X to registration statements and Form 10-K reports of limited partnerships and to filings by Canadian registrants.

DATE: December 17, 1979.

FOR FURTHER INFORMATION CONTACT: James L. Russell or Rita J. Gunter, Office of the Chief Accountant, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549 (202-272-2133).

SUPPLEMENTARY INFORMATION: The statements in Staff Accounting Bulletins are not rules or interpretations of the Commission nor are they published as bearing the Commission's official approval; they represent interpretations and practices followed by the Division of Corporation Finance and the Office of the Chief Accountant in administering the disclosure requirements of the Federal securities laws.

Shirley E. Hollis,
Assistant Secretary.
December 17, 1979.

Staff Accounting Bulletin No. 36

The staff hereby adds subsections 3(c) and 3(d) to Topic 6-M, setting forth the staff's views on the applicability of the requirements to disclosure oil and gas reserve information contained in § 210.3-18 to registration statements and Form 10-K reports of limited partnerships. Also being added is subsection 4 of Topic 6-M, which discusses the applicability of § 210.3-18 to filings by Canadian registrants.

Topic 6: Interpretation of Accounting Series Releases

* * * * *

M. Accounting Series Release No. 257—Requirements for Financial Accounting and Reporting Practices for Oil and Gas Producing Activities.

* * * * *

3. Disclosure of Reserve Information.

* * * * *

c. *Limited partnership 10-K reports.*

Facts: Regulation S-K contains an exemption from the requirements of Item 2(b) to disclose certain information relating to oil and gas operations for "limited partnerships or joint ventures that conduct, operate, manage, or report upon oil and gas drilling income programs which acquire properties either for drilling and production, or for production of oil, gas, or goethermal steam." Regulation S-X does not contain a similar exemption from the disclosure requirements of Rule 3-18(k).

Limited partnership agreements often contain buy-out provisions under which the general partner agrees to purchase limited partnership interests that are offered for sale, based upon a specified valuation formula. Because of these arrangements, the requirements of Regulation S-X for disclosure of reserve value information may be of little significance to the limited partners.

Question: Must the financial statements of limited partnerships included in reports on Form 10-K contain the disclosures of estimated future net revenues, present values and changes therein, and supplemental summary of oil and gas activities specified by paragraphs (k)(6), (k)(7) and (k)(8) of § 210.3-18?

Interpretive Response: The staff will not take exception to the omission of these disclosures in a limited partnership Form 10-K if reserve value information is available to the limited partners pursuant to the partnership agreement (even though the valuations may be computed differently and may be as of a date other than year end). However, the staff will require all of the information specified by paragraph § 210.3-18(k) for partnerships which are the subject of a merger or exchange offer under which various limited partnerships are to be combined into a single entity.

d. *Limited partnership registration statements.*

Facts: The Staff requires that a registration statement relating to an offering of limited partnership interests include the most recent year-end balance sheet of the general partner. This is considered necessary for purposes of assessing the financial responsibility of the general partner.

Question: What disclosures of oil and gas reserve information must accompany the balance sheet of the general partner?

Interpretive Response: Disclosures should include oil and gas reserve information that pertains to the balance sheet, i.e., the estimated year-end quantities of proved oil and gas reserves and the estimated future net revenues and present values thereof specified by paragraphs (k)(5) and (k)(6) of § 210.3-18.

4. Filings by Canadian Registrants.

Facts: Canadian registrants subject to sections 13 or 15(d) of the Securities Exchange Act generally are required to file annual reports on Form 10-K, and are therefore required to comply with the provisions of Regulations S-X. However, many Canadian oil and gas companies currently follow Canadian generally accepted accounting principles in the preparation of their financial statements, rather than the prescribed form of either successful efforts or full cost contained in Rule 3-18 of Regulation S-X.

Question: Many Canadian oil and gas companies continue to follow Canadian

generally accepted accounting principles for purposes of reports on Form 10-K? If so, what disclosures are required to be included?

Interpretive Response: A Canadian registrant following a method of accounting other than one of the prescribed methods contained in Rule 3-18 of Regulation S-X may continue to follow such method but should describe the differences in a footnote and include a reconciliation showing the net income that would be reported pursuant to the Commission's rules. In addition, all Canadian registrants should include the disclosures specified by paragraph (k) of § 210.3-18, including oil and gas reserve quantities, estimated future net revenues, present value information, and the supplemental summary of oil and gas producing activities.

[FR Doc. 79-39929 Filed 12-31-79; 8:45 am]
BILLING CODE 8010-01-M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 282

[Docket No. RM80-16]

Disclosed Estimation Methodology Approach for Determination of Volumes of Natural Gas Used for Exempt Purposes Under the Incremental Pricing Program; Interim Rule

Issued: December 27, 1979.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Interim rule.

SUMMARY: The Federal Energy Regulatory Commission (Commission) hereby issues an interim rule which establishes procedures to be used for the first ten months of the incremental pricing program by industrial users in calculating the volumes of natural gas subject to incremental pricing surcharges. The Commission solicits comments on this interim rule and intends to hold a public hearing with respect to this matter. The date and location of the hearing will be announced at a later date.

DATES: Effective December 27, 1979. Comments due February 1, 1980. Date of public hearing to be announced later.

ADDRESS: All comments to: Office of the Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426 (Reference Docket No. RM80-16). Hearing location: to be announced.

FOR FURTHER INFORMATION CONTACT: Barbara K. Christin, Office of the General Counsel, 825 North Capitol Street NE., Washington, D.C. 20426, (202) 357-8079.

I. Background

The Commission hereby issues an interim rule which establishes procedures to be employed for the first ten months of the incremental pricing program by industrial users in calculating the volumes of natural gas subject to incremental pricing surcharges.

On September 28, 1979, the Federal Regulatory Commission (Commission) issued final regulations in Docket No. RM79-14 to implement portions of the first phase of the incremental pricing program under the Natural Gas Policy Act of 1978 (44 FR 57725, October 5, 1979).

The regulations in Docket No. RM79-14 contain the provisions for the calculation of the incremental pricing surcharge to be billed to each industrial facility covered by the regulations. One step necessary to calculate this surcharge is the determination of the volumes of natural gas consumed in a facility for uses which are subject to being incrementally priced.

In the preamble to the September 28th final rule the Commission stated that it had determined to require the installation of submeters within those industrial facilities which consumed natural gas for both exempt and non-exempt uses. This requirement will become effective on November 1, 1980. In the interim period from January 1, 1980 (the date on which the incremental pricing program will be activated), through October 31, 1980, the Commission determined to accept either certified estimates, or an agreement between a natural gas supplier and a customer, as to the volume of natural gas used in a facility for exempt purposes.

A technical conference was held in Chicago, Illinois, on November 15-16, 1979, in order to discuss how the certified estimates to be utilized for the first ten months of the incremental pricing program could be standardized. In the notice calling the conference (44 FR 61174, October 24, 1979), the Commission Staff (Staff) identified several methods which could be utilized for preparing estimates and solicited comments on those methods. In addition, the Staff invited parties who would be preparing such estimates to describe in detail their intended approach, and to furnish examples for Staff analysis.

Representatives of industrial end users, local distribution companies, associations representing local distribution companies and industrial end users, and meter manufacturers made formal presentations and later participated in informal discussions at the technical conference.

The comments submitted at the technical conference and inresponse to the notice of the conference proved very helpful to the Commission. The Commission notes that the disclosed methodology approach contained in the interim regulations set forth below is, in large part, the result of the record established at and as a result of the conference.

II. Comments on Standardized Procedures

As has been noted above, the notice calling the technical conference stressed the Commission's desire to develop standardized estimation methodologies, and requested comments on estimating procedures with the goal of standardization in mind.

The comments received at the technical conference were generally critical of standardized estimates. Industry representatives repeatedly stressed the great diversity of industrial facilities and the variety of estimation techniques currently used by industry to calculate its energy, including gas, consumption.

The steel industry was put forward as an example of industrial diversity. Industrial representatives explained that a typical, integrated steel mill utilizes a mixture of fuel gases—natural gas, coke oven gas, and blast furnace gas—for a variety of end uses. The ratio of gases in the mixed stream was said to vary both over time and with location in the facility. Since a number of gas-fired pieces of equipment draw from the mixed stream at various locations, a general rule specifying the fraction of natural gas to each end use was alleged to be infeasible. In addition, there is an added variable in some steel mills of a mixed steam output from a single boiler. Steam from such a boiler is delivered to both non-exempt uses and exempt uses, such as cogeneration.

Based upon the comments submitted, every steel mill appears to represent a unique spatial distribution of end uses, served by a unique piping arrangement. The extent of existing metering, of both gas and steam, also differs from plant to plant. Nevertheless, industry representatives were confident that they would be able to develop, based upon objective data, reliable estimates as to the gas usage which would be subject to incremental surcharges.

The agricultural sector presented a similar picture of industrial diversity. The typical estimation problem in the agricultural sector is not the mixed gas stream, but the mixed product situation. In one variation, steam from a single boiler or steam header is routed to a number of uses, some agricultural, some not. In another variation, a given product may be used for both agricultural and non-agricultural uses. Again, the degree of existing submetering (for either gas or steam) varies widely. It was argued that no general rule would be appropriate for all facilities.

III. Disclosed Estimation Methodology Approach

Several commenters who either participated at the technical conference or later submitted written comments suggested that the Commission adopt a so-called "disclosed estimation methodology" approach in lieu of standardized estimating procedures. The Commission has been persuaded on the basis of the comments submitted in connection with the technical conference that the disclosed estimation methodology approach will prove to be more feasible than would standardized procedures.

Thus, the interim rule below sets forth the regulatory provisions needed to implement the disclosed methodology approach. In addition to provisions which will govern the administrative aspects of the approach—*i.e.,* filing requirements, etc.—the interim rule contains provisions which will govern how estimates should be determined in certain situations. Specifically, the rule provides for the treatment of: natural gas used for space heating, natural gas used in situations where a portion of the product or products manufactured is eligible for an exemption, and self-help supplies of natural gas which are commingled with utility-supplied gas.

Under the disclosed methodology approach those industrial users, only a portion of whose natural gas usage is subject to incremental pricing surcharges, will be required to formulate and file an estimation methodology with the Commission, the user's natural gas supplier, and the State or local regulatory authority having jurisdiction over the natural gas service provided to the user.

The methodology must be based on techniques which are in accordance with sound engineering practices. It is expected that a responsible individual familiar with plant operations, most probably but not necessarily an engineer, will formulate the estimating methodology to be used.

Under the rule, the methodology must be filed on a one-time basis. Thereafter, each month the industrial user will notify his supplier of his exempt usage by means of an affidavit which sets forth the actual calculations which are based upon the disclosed methodology.

The regulations are purposely general and do not attempt to specify a methodology for all situations. The Commission recognizes the likelihood that, for any estimation procedure, some industrial facility exists for which the procedure would be unworkable. Furthermore, no method is likely to be optimum for all cases.

A. Estimation Methodology

The estimation methodology should be precisely stated, so that any technically knowledgeable individual working with the same input data would reach similar results. Any "rule of thumb" must be verifiable.

The interim regulations contain several prorating requirements, which are set forth in § 282.207(c). Staff has received a number of requests for guidance in the treatment of the portion of natural gas which is used to raise steam for space heating within a facility which uses natural gas as a boiler fuel for both exempt and non-exempt uses. This question has predominantly arisen in situations relating to agricultural facilities. In some cases, all the steam is utilized for an exempt agricultural use except that portion used for space heating within the facility.

In a mixed product situation, in addition to the steam being used for both exempt and non-exempt end products, a portion of the steam is also used for space heating purposes. Since some space heating in an agricultural facility is most likely needed for product quality maintenance, the natural gas used to raise the steam for such a purpose would qualify as an exempt use.

The Commission believes that it would be administratively infeasible to require that industrial users trace each use of space heat to determine those uses which would be exempt. Therefore, the Commission provides, in § 282.207(c)(1), that the natural gas used for space heating by an industrial facility is exempt from incremental pricing in the same proportion that the gas used as a boiler fuel for other purposes is exempt.

Section 282.207(c)(2) requires that, in a mixed product situation, only that portion of the natural gas consumed, directly or indirectly, for the manufacture of exempt products shall be exempt from incremental pricing surcharges. In the case of textile mills, which process or produce a product that is a combination of natural and synthetic fibers, the rule requires a proration of the use of natural gas between natural fiber production or processing and synthetic fiber production or processing, such that an appropriate portion of the natural gas is exempt. The determination of the appropriate portion shall be based on physical data relating to the fraction of mixed fiber that is natural. Any other considerations shall be specified and be subject to verification.

In a mixed product situation where uncertainty exists at the time of production concerning the status of an end product as exempt or non-exempt, the estimating methodology should clearly state that an "indeterminant product" situation exists. Estimates may be based on past experience or expressed buyer intentions, but to the extent that subsequent events prove the estimates incorrect, the error must be compensated for in future estimates.

The Commission is especialy concerned with situations in which it is physically impossible to trace the flow of energy deriving from natural gas to either exempt or nonexempt end uses. There are a number of circumstances in which this situation will arise. The mixed gas stream which feeds multiple end uses is one; the common steam header supplied with steam from differently fueled boilers and serving multiple steam requirements is another.

While the Commission is not requiring that such indeterminate situations be resolved only by prorating natural gas input by the fraction of total energy consumed in exempt and non-exempt end uses, any user who wishes to depart from such a prorating approach and assign natural gas volumes to specific end uses should be prepared to defend his methodology with actual data relating to plant operations. Unfounded assumptions that certain fuels and end uses are "at the margin" will not meet the requirement of reliance on sound engineering practice.

Section 282.207(c)(3) sets out the Commission's position on the prorating, among various end uses, of an industrial consumer's self-help gas supplies which are commingled with utility-supplied natural gas. The user is not given the discretion to designate the self-help gas to certain non-exempt end uses, unless such designation can be supported by plant operating data in the same manner as any other designation of fuels to end uses which is made in accordance with these regulations.

B. Monthly Estimates

The Commission stresses that all estimates must be based upon objective,

measurable data. An estimate may rely upon existing in plant metering (such meters need not necessarily meet utility standards.) Steam meters may be used where gas metering is absent or unworkable. If no form of metering is available, production records should form the basis of the estimates. Although any number of data can be taken into account, such data must be quantitative and auditable.

If estimates of boiler efficiency are employed in the estimating procedure, the end user should be prepared to produce the efficiency estimate and the means employed to develop it, upon request, in the event of an audit.

C. Administrative Requirements

As stated above, the interim regulations require that a disclosed estimation methodology be filed on a one-time basis with the Commission, the natural gas supplier, and the appropriate State or local authority. The monthly affidavits setting forth estimates made in accordance with the methodology must be filed each month only with the supplier. Users may designate as "confidential" the appropriate portions of the calculations set forth therein.

Each month the supplier must be notified by means of the affidavit which must be submitted within five working days after the meter(s) is read by the supplier, in order to give the supplier sufficient time to render a bill based on the affidavit. The methodology to be used for the January 1980 affidavit must be filed with the Commission, the supplier, and the State or local regulatory authority having jurisdiction over the natural gas service provided to the facility before the affidavit is submitted to the supplier.

If an industrial user who claims a partial exemption fails to file a methodology or a monthly affidavit, then the total volume of natural gas supplied to the facility by the supplier shall be incrementally priced.

Further, the owner or operator of an industrial facility who claims a partial exemption under this part must, for a period of at least three years, retain all records, documents and data which formed the basis of the methodology and the monthly affidavits.

Paragraph (g) of § 282.207 requires the natural gas supplier to keep on file and make available to the Commission or Staff, upon request, the monthly affidavits.

The regulations in § 282.207 require that the estimation methodology and the monthly affidavits be signed, under oath, by two people. The methodology must be signed by (1) a responsible company official and (2) a person with some degree of responsibility for formulating the methodology. The monthly affidavit must be signed by (1) a responsible company official and (2) the person performing the calculations.

If the industrial user decides to modify the estimation methodology, the user must file a revised methodology with the Commission, the supplier, and the appropriate State or local agency before using the new procedure in the monthly affidavit.

The joint comments of the Process Gas Consumers Group, the American Iron and Steel Institute, and the Georgia Industrial Gas Group (PGC, *et al.*) proposed that the natural gas supplier serving a facility should have to concur in the estimation methodology. The United Distribution Companies (UDC) and individual natural gas suppliers who submitted comments objected to the necessity of the supplier's approval of the methodology. These commenters argued that this requirement would raise the issue of a supplier's liability in the event the Commission later rejected the disclosed methodology. Furthermore, some suppliers pointed out that they lack the technical depth that would be required to justify the estimation methodologies selected by industrial users.

The Commission believes a heavy burden would be placed on natural gas suppliers if their concurrence in estimating methodologies were required. Therefore, the interim regulations below do not impose such a requirement on natural gas suppliers.

That portion of the regulations in § 282.204 which allowed a supplier-customer agreement to be used for the monthly determination of exempt usage of natural gas is superseded by this interim rule. Section 282.204 is therefore amended below to conform to the disclosed estimation methodology approach set out in § 282.207.

The regulations set forth below reflect certain conforming amendments to the Part 282 regulations required by the disclosed estimation methodology approach.

IV. Submetering Requirement

The technical conference was extremely valuable as a means of gathering technical data on the advantages and disadvantages of submetering. The information which was submitted by those with substantial technical knowledge regarding problems associated with the installation and maintenance of gas meters within an industrial facility has provided the Commission with information which it did not previously have. With this background of knowledge, the Commission will review the submetering requirement which is due to become effective November 1, 1980, as it gains knowledge and experience under the interim rule below.

V. Effective Date

These regulations are being issued effective immediately on an interim basis, because the Commission finds that the need to have the estimating procedures in place before January 1, 1980, constitutes good cause to waive the thirty day publication requirement contained in section 553(d) of the Administrative Procedure Act. The Commission requests data, views or arguments with respect to these regulations. The Commission will consider the comments and the methodologies filed to see whether revisions are warranted. After evaluating the information received, the Commission will revise these regulations as appropriate.

VI. Comment Procedures

A. *Written Comments.* Interested persons are invited to submit written comments, data, views, or arguments with respect to this interim rule. Comments should be submitted to the Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426 and should reference Docket No. RM80-16. an original and 14 copies should be filed. All comments received prior to 4:30 p.m. EST, February 1, 1980, will be considered by the Commission prior to promulgation of final regulations. All written submissions will be placed in the public file which has been established in this docket and which is available for public inspection in the Commission's Office of Public Information, Room 1000, 825 North Capitol Street NE., Washington, D.C. 20426, during regular business hours.

B. *Public Hearing.* A public hearing on this interim rule will be held in conjunction with other proposals to be issued with respect to the incremental pricing program. The exact date, location, and procedures for the hearing will be announced at a later date.

(Natural Gas Policy Act of 1978, Pub. L. No. 95-621, 92 Stat. 3350, 15 U.S.C. 3301, *et seq.*)

In consideration of the foregoing, the Commission amends Part 282 of Subchapter I, Chapter 1, Title 18, Code of Federal Regulations, as set forth below, effective immediately.

By direction of the Commission.

Kenneth F. Plumb,

Secretary.

1. Section 282.204 is amended in paragraph (d) by revising clause (3)(ii)

and clause (5)(ii) and revising subparagraph (6) to read as follows:

§ 282.204 Obtaining an exemption.

* * * * *

(d) * * *

(3) * * *

(ii) The exemption affidavit will notify the customer that, if he affirmatively responds to any of the questions (F) through (I) or claims that a portion of the natural gas used in the facility is not subject to incremental pricing surcharges for the reason that the gas is not consumed as a boiler fuel, volumes of natural gas used in the customer's facility will be exempt from incremental pricing: (A) For the period prior to November 1, 1980, to the extent determined in accordance with § 282.207; and (B) On and after November 1, 1980, to the extent determined in accordance with the applicable provisions of paragraph (d)(6).

* * * * *

(5) * * *

(ii) If the owner or operator of an industrial boiler fuel facility claims that a portion of the natural gas used in the facility is not subject to incremental pricing surcharges, then natural gas used in the industrial boiler facility shall be exempt from incremental pricing: (A) For the period January 1, 1980, through October 31, 1980, to the extent determined in accordance with § 282.207; and (B) On and after November 1, 1980, to the extent determined in accordance with the applicable provision of paragraph (d)(6).

(6) *Determination of extent of partial exemption on and after November 1, 1980.* (i) If the owner or operator of an industrial boiler fuel facility affirmatively responds to question (F) as set out in paragraph (d)(3):

(A) Subject to Paragraph (d)(6)(i)(B), on and after November 1, 1980, the volume of natural gas used in the facility which shall be exempt from incremental pricing shall be determined on the basis of and to the extent there are submeter reading records for each month, as signed under oath by a responsible company official, that show the extent to which gas is consumed for an agricultural use and that are furnished to the facility's natural gas supplier as required by the supplier for billing purposes.

(B) Certified monthly estimates determined in accordance with § 282.207 may be utilized to determine the volume of natural gas consumed in the facility for an agricultural use which shall be exempt from incremental pricing for a period following November 1, 1980, *Provided that* the owner or operator of the facility has obtained a purchase order for all submeters which will be needed in the facility by November 1, 1980, and such submeters will be installed within a reasonable period of time.

(ii) If the owner or operator of an industrial boiler fuel facility affirmatively responds to any of the questions (G) through (I) as set out in paragraph (d)(3) or claims that a portion of the natural gas used in the facility is not subject to incremental pricing surcharges for the reason that the gas is not consumed as a boiler fuel:

(A) Subject to paragraph (d)(6)(ii)(B), on and after November 1, 1980, the volume of natural gas used in the facility which shall be exempt from incremental pricing shall be determined on the basis of and to the extent there are submeters which permit determination of the volume of exempt usage and which are available to be read by the facility's natural gas supplier, or on the basis of and to the extent there are submeter reading records for each month, as signed under oath by a responsible company official, that show the extent to which gas is consumed for an exempt use and that are furnished to the facility's natural gas supplier as required for billing purposes.

(B) Certified monthly estimates determined in accordance with § 282.207 may be utilized to determine the volume of natural gas consumed in the facility for uses which shall be exempt from incremental pricing for a period following November 1, 1980, *provided that* the owner or operator of the facility has obtained a purchase order for all submeters which will be needed in the facility by November 1, 1980, and such submeters will be installed within a reasonable period of time.

* * * * *

2. The table of sections for Part 282 is amended to add a new § 282.207 entitled *"Determination of extent of partial exemption for the period January 1, 1980, through October 31, 1980."*

3. Part 282 is amended to add a new § 282.207 to read as follows:

§ 282.207 Determination of extent of partial exemption for the period January 1, 1980, through October 31, 1980.

(a) *General rule.* If the owner or operator of an industrial boiler fuel facility claims that a portion of the natural gas used in the facility is not subject to incremental pricing , surcharges, the volume of natural gas used in the facility which shall be exempt from incremental pricing shall be determined on the basis of an estimation methodology which meets the requirements of this section. The methodology shall be disclosed to the Commission, the natural gas supplier, and the State or local regulatory authority having jurisdiction over natural gas service provided to the facility.

(b) *Disclosed estimation methodology.* (1) The methodology for determining the volumes of natural gas consumed by a facility for exempt uses, stated either in terms of a fraction of total use or a volume, shall employ techniques which a qualified engineer, were he/she to review such techniques, would certify to be in accord with sound engineering practice.

(2) The estimation methodology shall set out the calculations to be performed each month by means of a mathematical formula. If such methodology cannot be expressed in mathematical terms, it shall be expressed by means of a precise written description of the procedure to be followed.

(3) The estimation methodology shall contain a signed statement, under oath, that, in the judgment of the person responsible for formulating the methodology, such methodology is the most reasonable basis on which to calculate volumes of natural gas used in the facility for exempt purposes.

(c) *Proration.* (1) *Space heating.* Natural gas consumed for the raising of steam which is used for space heating by an industrial facility shall be exempt from incremental pricing surcharges in the same proportion that the natural gas used as a boiler fuel in the facility for other than space heating is exempt from such surcharges.

(2) *Agricultural Uses.* (i) *Mixed-product.* Where natural gas is consumed in the manufacture of products, some of which qualify for an agricultural use exemption pursuant to § 282.203(b) and some of which do not, only that portion of the natural gas consumed, directly or indirectly, for the manufacture of the exempt products shall be exempt from incremental pricing surcharges.

(ii) *Textiles.* That portion of natural gas consumed in the processing of synthetic fiber shall not be exempt from incremental pricing surcharges.

(3) *Self-help gas supplies.* When the natural gas consumed by an industrial facility consists of utility-supplied gas and self-help supplies of natural gas which are commingled, then the utility-supplied natural gas that is not subject to incremental pricing surcharges shall be determined by multiplying the total volume of utility-supplied natural gas by a fraction, the numerator of which is the amount of natural gas, on a Btu basis, which is consumed in exempt uses, and the denominator of which is the total

amount of gas, on a Btu basis, used by the facility.

(d) *Filing of methodology.* An estimation methodology shall be signed and dated, under oath, by (1) a responsible company official and (2) a person responsible for formulating the methodology, and must be filed with the Federal Energy Regulatory Commission, 825 North Capitol Street NE., Washington, D.C. 20426. A copy of the methodology shall be sent to the natural gas supplier serving the industrial boiler fuel facility and to the State or local regulatory authority having jurisdiction over natural gas service provided to the facility.

(e) *Monthly calculation of exempt use.* (1) Each month, an industrial user who has filed a disclosed estimation methodology in accord with this section shall submit an affidavit to its natural gas supplier setting forth the facility's exempt gas consumption for the previous month. The monthly estimate shall be calculated in accord with the disclosed estimation methodology which has been filed.

(2) The monthly affidavit shall be signed and dated, under oath, by (i) the person performing the calculations and (ii) a responsible company official.

(3) The monthly affidavit must be submitted within five business days after the meter(s) of the industrial facility is read by the natural gas supplier.

(f) *Change in estimation methodology.* When an estimation methodology is revised by an industrial user, the revised methodology must meet the requirements of this section. Only after the revised methodology has been filed in accordance with paragraph (d) may the industrial user submit monthly affidavits based on the revised methodology.

(g) *Record retention.* (1) *Natural gas supplier.* The natural gas supplier shall keep on file, and make available to the Commission or its Staff, upon request, the monthly affidavits filed by industrial facilities.

(2) *Industrial facilities.* The owner or operator shall, for a period of at least three years from the filing of an estimation methodology and monthly affidavits pursuant to this section, retain all records, documents and data which formed the bases of the methodology and the monthly calculations.

(h) *Effect of failure to file estimation methodology or monthly affidavit.* In the event an industrial user who claims a partial exemption fails to file either the estimation methodology required by paragraph (d), or the monthly affidavit required by paragraph (e), the facility shall be incrementally priced on the total volume of natural gas supplied to the facility by the natural gas supplier.

4. Section 282.504 is amended in paragraph (c) by revising clause (2)(ii) to read as follows:

§ 282.504 Incremental pricing surcharge.

* * * * *

(c) * * *

(2) * * *

(ii)(A) For the period January 1, 1980, through October 31, 1980, the volume of natural gas supplied to a non-exempt industrial boiler fuel facility for boiler fuel use during a month may be determined in accordance with § 282.207.

(B)(*1*) * * *

(*2*) Certified monthly estimates determined in accordance with § 282.207 may be utilized to determine the volume of natural gas consumed in the facility for boiler fuel use for a period following November 1, 1980, *Provided that* the owner or operator of the facility has obtained a purchase order for all submeters which will be needed in the facility by November 1, 1980, and such submeters will be installed within a reasonable period of time.

[FR Doc. 79-39951 Filed 12-31-79; 8:45 am]
BILLING CODE 6450-01-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 159

[T.D. 80-11]

Ferroalloys From Spain; Final Countervailing Duty Determination

AGENCY: U.S. Customs Service, Treasury Department.

ACTION: Final Countervailing Duty Determination.

SUMMARY: This notice is to inform the public that a countervailing duty investigation has resulted in a determination that the Government of Spain has provided benefits which constitute bounties or grants within the meaning of the countervailing duty law on the manufacture, production or export of ferroalloys. Deposited countervailing duties in the amount of these benefits will be required at the time of entry in addition to duties normally collected on dutiable shipments of the merchandise.

EFFECTIVE DATE: January 2, 1980.

FOR FURTHER INFORMATION CONTACT: Leon McNeill, Technical Branch, United States Customs Service, 1301 Constitution Avenue, N.W., Washington, D.C. 20229 (202-566-5492).

SUPPLEMENTARY INFORMATION: On August 16, 1979, a notice of "Preliminary Countervailing Duty Determination" was published in the Federal Register (44 FR 48022). That notice stated that it had been determined preliminarily that benefits bestowed by the Government of Spain upon the manufacture, production and/or export of ferroalloys constitute the payment or bestowal of a bounty or grant, directly or indirectly, within the meaning of section 303, Tariff Act of 1930, as amended (19 U.S.C. 1303) (hereinafter "the Act"). The instant determination includes ferroalloys described under the following item numbers of the Tariff Schedules of the United States Annotated (TSUSA): Ferrochrome (over 3 percent carbon), TSUSA 607.3100; ferromanganese (1-4 percent carbon) TSUSA 607.3600; ferromanganese (over 4 percent carbon) TSUSA 607.3700; ferrosilicon manganese, TSUSA 607.5700; and ferrosilicon (60-80 percent silicon), TSUSA 607.5100. All of these products are dutiable.

On the basis of an investigation conducted under section 159.47(c) of the Customs Regulations (19 CFR 159.47(c)), and after consideration of comments by the interested parties, it has been determined that certain programs administered or mandated by the Government of Spain constitute the bestowal of bounties or grants within the meaning of the Act.

These programs are the following:

(1) *Overrebate, upon exportation, of Spanish indirect taxes under the "Desgravacion Fiscal";*

Tax rebates under this program are to account for the cascade effect of the Spanish indirect tax system. Treasury regards the rebate of indirect taxes on services and inputs not physically incorporated in the final product as countervailable. *See* 44 FR 3476 (Jan. 17, 1979). In this case, the overrebate consists of three elements:

(1) indirect taxes on services and inputs which are not physically incorporated in the final product. Physical inputs which are considered to be physically incorporated include minerals, ferroalloy briquets, scrap, quartz, and, in the case of ferromanganese with not more than 2 percent carbon, silicomanganese. Each of these inputs provides components which are present in the final product and enhance its value. Physical inputs which do not meet this test are electrode paste which is a catalyst, coal added as a reducing agent, and limestone added as a fluxing agent. Although carbon from the coal is present in the final product, this is incidental to the manufacture of

ferroalloys and does not add to their value, and thus has been disallowed.

(2) A credit for a tax on transactions between manufacturers and wholesalers that in this case is not levied on export sales; and

(3) Various "parafiscal" taxes which fail to meet the physical incorporation or direct relationship tests. Each of the taxes in the above categories has been considered countervailable in prior investigations of imports from Spain. The rebate of a tax on export freight and insurance is a rebate upon export of an indirect tax directly related to the product, and, thus, is not countervailable on the basis of *Zenith Radio Corp.* v. *United States,* 437 U.S. 443 (1978).

The Notice of Preliminary Determination in the instant case stated that the total amount of taxes rebated on services and inputs which meet the direct relationship or physical incorporation tests was 8.3 percent *ad valorem.* However, in view of information since received regarding the use of coal and limestone, that total has been reduced to 6.89 percent. In the case of 75 percent ferrosilicon, an allowance would be made for 1 percent of the limestone, which is physically incorporated. However, this is equal to 0.0006 percent of the value of the product, and does not alter the final computation.

The overrebate of taxes under the Desgravacion Fiscal is 3.11 percent *ad valorem;* except for ferromanganese containing 2 percent carbon or less, which receives a higher rebate, but also bears a higher burden of allowable taxes, resulting in an overrebate of 2.15 percent *ad valorem.*

(2) *Regional Development Incentives.* The Government of Spain offers several incentives to promote development in the Valle de Cinca and Greater Galician Industrial Areas. These incentives include: preferences in obtaining official credit, absent other credit sources; forced expropriation; freedom of amortization over the first 5 years of the life of an installation; certain tax reductions. Of these programs, no producer of ferroalloys has used official credit. One firm made use of forced expropriation for power transmission lines, but the firm was required to pay the market value of the land so acquired. One firm, S.E. de Carburos Metalicos S.A. (Carburos) made use of the provisions for freedom from amortization. The net benefit to the firm is 0.006 percent *ad valorem.* With regard to various tax reductions, only one firm, Hidro Nitro Espanolas S.A. (Hidro Nitro), made use of a provision for a reduction by 95 percent of import taxes on machinery and equipment not produced in Spain. The net benefit accruing to Hidro Nitro is 0.005 percent *ad valorem.* While these benefits would be considered countervailable, the *ad valorem* benefits accruing to the firms in this case are of amounts which do not alter the calculation of the aggregate net *ad valorem* benefit. No other regional tax incentive has been used.

(3) *Operating Capital Loans.* Ferroalloy producers are eligible to receive preferential operating capital loans in amounts up to 30 percent of the previous year's export sales. The Spanish government requires commercial banks to reserve a specific proportion of lendable funds for this program. These loans are made for a period of less than 1 year, at a rate of 8 percent plus banking commissions and fees. This is 1.5 percent below the commercially available rate of 9.5 percent plus commissions and fees for loans of less than one year, which rate ceiling also is established by law. The weighted average net benefit conferred upon the producers which export ferroalloys to the United States is 0.25 percent *ad valorem.*

Programs determined not to constitute bounties or grants within the meaning of the Act include:

(1) Tax free export investment reserve.

(2) Construction loans.

(3) Short-term prefinancing loans.

(4) Loans on deferred payments.

(5) Commercial services loans.

(6) Foreign buyers loans.

None of these programs has been used by exporters of ferroalloys. Also determined not to constitute a bounty or grant within the meaning of the Act is the "Exporter's Card". This card provides the holder with increased access to funds under the operating capital loans program. However, any benefit is realized through the interest rate differential. In the absence of such a loan, no benefit is conferred upon the card holder.

After consideration of the available information and comments by the interested parties, it is hereby determined that exports of ferroalloys from Spain benefit from bounties or grants within the meaning of section 303 Tariff Act of 1930, as amended. The amounts of overrebate under the Desgravacion Fiscal have been determined in accordance with the "Notice of Revised Method for Calculation of Bounty or Grant with Regard to Certain Indirect Taxes," published in the Federal Register on January 17, 1979 (44 FR 3476).

Accordingly, notice is hereby given that ferroalloys entering under item numbers 607.3100; 607.3600; 607.3700; 607.5700; and 607.5100, TSUSA, which are imported directly or indirectly from Spain, if entered, or withdrawn from warehouse, for consumption on or after the date of publication of this notice in the Federal Register will be subject to the payment of countervailing duties equal to the net amount of the bounties or grants determined or estimated to have been bestowed.

In accordance with section 303 of the Act and until further notice, the net amount of such bounties or grants has been ascertained and determined to be 3.36 percent of the f.o.b. value of the ferroalloys entering under item numbers 607.3100; 607.3700; 607.5700; and 607.5100, TSUSA. The net amount of bounties or grants bestowed upon ferromanganese containing not more than 2 percent carbon entering under item number 607.3600 TSUSA has been ascertained and determined to be 2.40 percent *ad valorem.* Ferromanganese containing more than 2 percent carbon, entering under this item number receives bounties or grants which have been ascertained and determined to be 3.36 percent of the f.o.b. price. All ferromanganese from Spain entering under this item number shall be subject to payment of a countervailing duty of this higher amount, unless satisfactory documentation is presented at the time of entry, or withdrawal from warehouse, for consumption which shows that the merchandise contains not more than 2 percent carbon. This documentation should include an analysis by the producer stating the carbon content, and must be confirmed by an analysis by the United States Customs Service at the port of entry. Merchandise which satisfies this requirement shall be subject to the payment of a countervailing duty equal to the lower rate of 2.40 percent of the f.o.b. price.

Effective on or after the date of publication of this notice, and until further notice, there shall be collected, in addition to any other duties estimated or determined to be due, countervailing duties in the amounts ascertained in accordance with the above declaration upon the entry, or withdrawal from warehouse, for consumption of ferroalloys described in this notice imported directly or indirectly from Spain, which benefits from these bounties or grants. To the extent that it can be established to the satisfaction of the Commissioner of Customs that imports of one or more of the ferroalloys are benefiting from a bounty or grant smaller than the amount which otherwise would be applicable under the above declaration, the smaller

amount so established shall be assessed and collected.

Any merchandise subject to the terms of this order shall be deemed to have benefited from a bounty or grant if such bounty or grant has been or will be credited or bestowed, directly or indirectly, upon the manufacture, production or exportation of ferroalloys from Spain described above.

§ 159.47 [Amended]

The table in § 159.47(f), Customs Regulations (19 CFR 159.47(f)), is amended by inserting after the last entry for "Spain" the word "ferroalloys" in the column headed "Commodity", the number of this Treasury Decision in the column headed "Treasury Decision", and the words "Bounty Declared-Rate" in the column headed "Action".

R.S. 251 as amended, secs. 303, as amended, 624, 46 Stat. 687, as amended, 759 (19 U.S.C. 66, 1303, 1623)).

This final determination is published pursuant to section 303(a), Tariff Act of 1930, as amended (19 U.S.C. 1303(a)).

Pursuant to Reorganization Plan No. 26 of 1950 and Treasury Department Order No. 101-5, May 16, 1979, the provisions of Treasury Department Order No. 165, Revised, November 2, 1954, and section 154.47, Customs Regulations (19 CFR 154.47), insofar as they pertain to the issuance of a final countervailing duty determination by the Commissioner of Customs, are hereby waived.

Robert H. Mundheim,

General Counsel of the Treasury.

December 26, 1979.

[FR Doc. 79-39933 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-22-M

DEPARTMENT OF LABOR

Employment Standards Administration

20 CFR Part 725

Claims for Black Lung Benefits

AGENCY: Employment Standards Administration, Department of Labor.

ACTION: Final rule.

SUMMARY: This document extends the deadline for Part-B miner-beneficiaries to file claims for medical benefits under the Black Lung Benefits Reform Act of 1977. The new deadline is June 30, 1980. This action is being taken because there are 25,000 Part-B miner-beneficiaries who have not filed claims, and the Department of Labor wants to ensure that no otherwise eligible miner is deprived of the right to seek medical benefits.

DATES: This amendment is effective on January 2, 1980.

Claims must be filed on or before June 30, 1980.

FOR FURTHER INFORMATION CONTACT: Ralph M. Hartman, Director, Office of Workers' Compensation programs, U.S. Department of Labor, Room S-3524, 200 Constitution Avenue, NW., Washington, DC 20210, Telephone: 202-523-7503.

SUPPLEMENTARY INFORMATION: By Federal Register Document No. 78-30632 dated October 24, 1978, and published on October 27, 1978, at 43 FR 50171, §§ 725.308(b) and 725.701A(a) of Title 20 of the Code of Federal Regulations were revised to state that claims for medical benefits filed pursuant to section 11 of the Black Lung Benefits Reform Act of 1977 (Pub. L. 95-239) must be filed by June 30, 1979, unless the period is extended for good cause shown. This period was extended to December 31, 1979 by notice published in 44 FR 38840 (July 3, 1979). This document amends those sections of the regulations to provide that such claims must be filed on or before June 30, 1980.

The Department of Health, Education, and Welfare notified all part B miner-beneficiaries of their right to file claims for part C medical benefits on May 3 and 4, 1978. The time for filing claims was previously extended to December 31, 1979, because the Department of Labor had been advised that many part B miner-beneficiaries failed to file claims under section 11 of the Black Lung Benefits Reform Act of 1977 because they believe that an adverse decision on their claim for medical benefits may result in a termination of the right to continuing compensation benefits under part B of title IV of the Act. The Social Security Administration, by letter dated March 3, 1979, notified 97,000 part B miner-beneficiaries that their continued entitlement to such benefits cannot and will not be affected in any way by a decision on the claim for part C medical benefits. There are approximately 25,000 part B miner-beneficiaries who have not filed for their benefits.

To ensure that no otherwise eligible miner is deprived of the right to seek medical benefits, and because there are approximately 25,000 Part B miner-beneficiaries who have not filed claims for medical benefits, I find good cause exists, and it is in the public interest in effectuating the remedial purposes of the Reform Act, to amend the provisions of §§ 725.308(b) and 725.701(A)(a) to provide that claims for medical benefits under section 11 of the Reform Act may be filed up to and including June 30, 1980. I further find that since the current six month period will expire on or about December 31, 1979, that notice and public procedure on this amendment to the rules are contrary to the public interest.

PART 725—CLAIMS FOR BENEFITS UNDER PART C OF TITLE IV OF THE FEDERAL MINE SAFETY AND HEALTH ACT, AS AMENDED

Accordingly, 20 CFR Part 725 is amended as follows:

1. Paragraph (b) of § 725.308 is revised to read as follows:

§ 725.308 Time limits for filing claims.

* * * * *

(b) A miner who is receiving benefits under part B of title IV of the Act and who is notified by HEW of the right to seek medical benefits may file a claim for medical benefits under part C of title IV of the Act and this part. The Secretary of Health, Education, and Welfare is required to notify each miner receiving benefits under part B of this right. Notwithstanding the provisions of paragraph (a) of this section, a miner notified of his or her rights under this paragraph may file a claim under this part on or before June 30, 1980. Any claim filed after that date shall be untimely unless the time for filing has been enlarged for good cause shown.

* * * * *

2. Paragraph (a) of § 725.701A is revised to read as follows:

§ 725.701A Claims for medical benefits only under section 11 of the Reform Act.

(a) Section 11 of the Reform Act directs the Secretary of Health, Education, and Welfare to notify each miner receiving benefits under part B of title IV of the Act that he or she may file a claim for medical treatment benefits described in this subpart. Section 725.308(b) of this subpart provides that a claim for medical treatment benefits shall be filed on or before June 30, 1980, unless the period is enlarged for good cause shown. This section sets forth the rules governing the processing adjudication, and payment of claims filed under section 11.

* * * * *

(30 U.S.C. 901 *et seq.*)

Signed this 28th day of December 1979, at Washington, D.C.

Ray Marshall,

Secretary of Labor.

[FR Doc. 79-39963 Filed 12-31-79; 8:45 am]

BILLING CODE 4510-27-M

INTERNATIONAL COMMUNICATION AGENCY

22 CFR Part 525

Administrative Enforcement Procedures of Post-Employment Restrictions

AGENCY: International Communication Agency.

ACTION: Final rule.

SUMMARY: These regulations govern the Administrative Enforcement Procedures for Post-Employment Restrictions within the International Communication Agency. These regulations were mandated by the Ethics in Government Act of 1978.

EFFECTIVE DATE: January 2, 1980.

FOR FURTHER INFORMATION CONTACT: C. Normand Poirier, Deputy General Counsel, Office of General Counsel, International Communication Agency, Washington, D.C. 20547, (202) 724–9168.

22 CFR, Chapter V is amended by adding a new Part 525 to read as follows:

PART 525—ADMINISTRATIVE ENFORCEMENT PROCEDURES OF POST-EMPLOYMENT RESTRICTIONS

Sec.

525.1 General.
525.2 Action on receipt of information regarding violation.
525.3 Initiation of administrative disciplinary proceeding.
525.4 Notice.
525.5 Failure to request hearing.
525.6 Appointment and qualifications of examiner.
525.7 Time, date and place of hearing.
525.8 Rights of parties at hearing.
525.9 Burden of proof.
525.10 Findings.
525.11 Appeal.
525.12 Finding of violation.
525.13 Appropriate action.
525.14 Judicial review.
525.15 Delegation of authority.
525.16 Administrative and secretarial support.

Authority: 18 U.S.C. 207(j).

§ 525.1 General.

The following procedures are hereby established with respect to the administrative enforcement of restrictions on post-employment activities (18 U.S.C. 207(a), (b) or (c)) and implementing regulations (44 FR 19987 and 19988, April 3, 1979) published by the Office of Government Ethics.

§ 525.2 Action on receipt of information regarding violation.

On receipt of information regarding a possible violation of the statutory or regulatory post-employment restrictions by a former employee and after determining that such information does not appear to be frivolous, the Director or the Director's designee shall provide such information to the Director of the Office of Government Ethics and to the Criminal Division, Department of Justice. Any investigation or administrative action shall be coordinated with the Department of Justice to avoid prejudicing possible criminal proceedings. If the Department of Justice informs the Agency that it does not intend to institute criminal proceedings, such coordination shall no longer be required and the Director or his or her designee is free to decide whether to pursue administrative action.

§ 525.3 Initiation of administrative disciplinary proceeding.

Whenever the Director or the Director's designee determines after appropriate review that there is reasonable cause to believe that a former Government employee has violated the statutory or regulatory post-employment restrictions, an administrative disciplinary proceeding shall be initiated.

§ 525.4 Notice.

The Director or the Director's designee shall initiate an administrative disciplinary hearing by providing the former Government employee with notice of an intention to institute a proceeding and an opportunity for a hearing. Notice must include:

(a) A statement of allegations and the basis thereof sufficiently detailed to enable the former Government employee to prepare an adequate defense;

(b) Notification of the right to a hearing; and

(c) An explanation of the method by which a hearing may be requested.

§ 525.5 Failure to request hearing.

The Director may take appropriate action in the case of any former Government employee who has failed to request a hearing after receiving adequate notice.

§ 525.6 Appointment and qualifications of examiner.

When a former Government employee after receiving adequate notice requests a hearing, a presiding official (hereinafter referred to as "examiner") shall be appointed by the Director to make an initial decision. The examiner shall be [a responsible person who is] a member of the bar of a State or of the District of Columbia, who is impartial and who has not participated in any manner in the decision to initiate the proceedings.

§ 525.7 Time, date and place of hearing.

The examiner shall establish a reasonable time, date and place to conduct the hearing. In establishing a date, the examiner shall give due regard to the former employee's need for:

(a) Adequate time to prepare a defense properly, and

(b) An expeditious resolution of allegations that may be damaging to his or her reputation.

§ 525.8 Rights of parties at hearing.

A hearing shall include, at a minimum, the following rights for both parties.

(a) To represent oneself or to be represented by counsel;

(b) To introduce and to examine witnesses and to submit physical evidence (including the use of interrogatories);

(c) To confront and to cross-examine adverse witnesses;

(d) To present oral argument; and

(e) To receive a transcript or recording of the proceedings on request.

§ 525.9 Burden of proof.

In any hearing the Agency shall have the burden of proof and must establish substantial evidence of a violation.

§ 525.10 Findings.

The examiner shall make a determination exclusively on matters of record in the proceeding and shall set forth in the written decision all findings of fact and conclusions of law relevant to the matters in issue.

§ 525.11 Appeal.

Within twenty days of the date of the initial decision, either party may appeal the decision to the Director. The Director shall base his or her decision on such appeal solely on the record of the proceedings or those portions thereof cited by the parties to limit the issues.

§ 525.12 Finding of violation.

The Director shall take appropriate action in the case of an individual who is found in violation of the statutory or regulatory post-employment restrictions, after a final administrative decision.

§ 525.13 Appropriate action.

Appropriate actions mentioned in §§ 525.2 and 525.12 include:

(a) Prohibiting the individual from making, on behalf of any other person (except the United States), any formal or informal appearance before, or with the intent to influence, any oral or written communication to, the Agency on any matter of business for a period not to exceed five years, which may be accomplished by directing Agency employees to refuse to participate in any

such appearance or to accept any such communication.

(b) Taking other appropriate disciplinary action.

§ 525.14 Judicial review.

Any person found to have participated in a violation of statutory or regulatory post-employment restrictions (18 U.S.C. 207(a), (b) or (c) or the regulations compiled at 44 FR 19987 and 19988, April 3, 1979) may seek judicial review of the administrative determination.

§ 525.15 Delegation of authority.

The functions of the Director specified in §§ 525.2 through 525.6 are delegated to the General Counsel of the International Communication Agency. An examiner shall be delegated authority on an *ad hoc* basis.

§ 525.16 Administrative and secretarial support.

The Examiner shall be provided administrative and secretarial support by the Director, Office of Personnel Services.

It is the general policy of the International Communication Agency to allow time for interested parties to take part in the rulemaking process. However, these regulations are administrative in nature and were mandated by law. Therefore, the rulemaking process, involving comment and public procedure, is waived, and these regulations become effective upon publication.

Issued at Washington, D.C. December 27, 1979.

John E. Reinhardt,

Director, International Communication Agency.

[FR Doc. 79-39954 Filed 12-28-79; 10:22 am]

BILLING CODE 8230-01-M

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

29 CFR 1613

Equal Employment Opportunity in the Federal Government; Pilot Program

AGENCY: Equal Employment Opportunity Commission.

ACTION: Report on implementation of interim regulation.

SUMMARY: The Commission is testing various techniques for more efficient investigations and resolution of employment discrimination complaints in the federal sector and has sought public comment on this project. An interim staff report is now being presented so that public comment can be accurately focused on the most recent developments in the test program.

DATE: Comments will be accepted until January 31, 1980.

ADDRESS: Written comments should be addressed to Marie Wilson, Executive Secretariat, Equal Employment Opportunity Commission, 2401 E Street, NW, Washington, DC 20506.

FOR FURTHER INFORMATION CONTACT: John Rayburn, Director, Technical Guidance Division, Office of Field Services, Equal Employment Opportunity Commission, Room 4250, 2401 E Street, NW, Washington, DC 20506, (202) 634-6855.

SUPPLEMENTARY INFORMATION: The Equal Employment Opportunity Commission announced its Pilot Program for improving investigations of Federal employment discrimination complaints on July 11, 1979 at 44 FR 40498 (see also corrections at 44 FR 45623). It was announced that the program, to be implemented with selected federal agencies by Memoranda of Understanding, would "include the exploration of a number of techniques designed to provide adequate investigations in the most expeditious manner." 44 FR 40499.

An interim staff report, presented to the Commission at its meeting of November 20, 1979, informs the Commissioners of the experience gained to date. The report is being published in the Federal Register in order to give current information to the public to assist them in commenting on the Pilot Project.

The report highlights the fact that a continued emphasis on settlement is producing a high number of early resolutions with relief to the complainant. It notes also that the practice of obtaining full documentation in preliminary investigation and sharing of that information with the parties has thus far resulted in resolution of many other complaints without resort to an investigative hearing.

The increased emphasis upon early resolution, a prime concern of the Commission, has been bolstered recently by the ruling of the District Court of the District of Columbia in *Shaw* v. *Library of Congress*, ——— F. Supp. ———, 20 FEP Cases 1483, No. 79-1325, September 14, 1979. That case held that Title VII provides federal agencies with authority to offer complainants back pay in settlement of their employment discrimination cases without a formal finding of discrimination by the agency.

The Commission wishes to advise complainants and agencies of this authority which may be exercised immediately by all agencies. Proposed regulations to clarify this settlement authority are presently being circulated to federal agencies and will subsequently be published for comment in the Federal Register. However, the *Shaw* case makes it clear that agencies presently have this settlement authority and may exercise it, even before issuance of new clarifying regulations.

Signed this 21st day of December, 1979.

For the Commission.

Eleanor Holmes Norton,

Chair.

Interim Staff Report on Federal EEO Pilot Project

The Federal EEO Pilot Project has been in operation for 90 days. Since the procedures being tested call for completion of a full investigation and transmittal of the investigative report in each case in 100 days following the EEOC's interview of the complainant, data at this point are preliminary and go primarily to early stages of processing. Because the number of cases which have completed the process to date is small, numbers are not provided as it is too early for precise statistical statements. However, we do wish to bring to your attention trends that appear to be developed thus far.

1. Fewer cases have been received from the Pilot Agencies than had been anticipated because agencies found that their reporting systems had overreported the number of cases unassigned; many had already been investigated. Agencies reported also a high incidence of complaints containing age or handicap allegations, neither of which were scheduled for the Pilot.

2. Early reports on cases being processed show two significant trends:

a. A high number of complaints are being settled with remedy for the complainant. The rate at present is more than six times as high as the settlement rate under the former Civil Service Commission. This was anticipated; CSC investigators working under the authority of 5 CFR 713.216 (the authority for investigation) were advised *not* to make settlement attempts. EEOC's procedures in the private sector and under the Pilot Project emphasize early settlement during investigation with remedy acceptable to both parties as the most effective method of informal resolution of complaints at the least cost to the taxpayer.

b. A high number of withdrawal of complaints, both with and without remedy. This is higher than we originally expected, but is understandable given the Pilot Project process. Our procedures call for sharing

of documents submitted by the parties, after appropriate deletion of confidential information prior to the investigative hearing. Upon reviewing the responses and documents submitted by the agency, many complainants indicate a desire to withdraw, stating that had they had this information earlier they would not have filed a complaint.

These early indications bear out assumptions which led EEOC to overhaul its private sector processing and which are equally important for Federal EEO. First, the Federal Investigative process must be strengthened and professionalized. Many complaints are being filed which could or should have been settled without resort to a lengthy, formal investigation; many are being filed as EEO complaints because this appears to some complainants to be most effective avenue to seek redress of an employment grievance.

Experience under CSC aegis indicates that approximately 50% of all their cases were concluded without a hearing, despite the complainant's right to request one. This pattern has deepened during the Pilot Project, as even fewer complainants have required hearings thus far, apparently because of the emphasis on settlement with remedy, on sharing of evidence with the parties and on pre-hearing discussion and counseling.

Because of the thoroughness of the investigative work conducted in advance of hearing, most complaints in the Pilot Project thus far have been resolved without resort even to an investigative hearing. During the remainder of the Pilot Project we expect to gain, through further experience, a sense of how often a hearing is necessary and how extensive a hearing need be.

However it should be stressed that the right to a hearing provided complainants at 29 CFR 1613.218 (the opportunity to request a hearing following receipt of the agency's proposed disposition) remains available to them following completion of the Pilot Project investigation and the agency's issuance of its proposed disposition.

[FR Doc. 79-39922 Filed 12-31-79; 8:45 am]

BILLING CODE 6570-06-M

DEPARTMENT OF COMMERCE

Industry and Trade Administration

32A CFR Ch. VI

Change in Chapter Heading

AGENCY: Industry and Trade Administration, Department of Commerce.

ACTION: Final rule.

SUMMARY: This rule redesignates the heading of Chapter VI of Title 32A, Code of Federal Regulations, from "Industry and Trade Administration" to "International Trade Administration," to reflect a change in the name of the organization which will become effective as of January 1, 1980. This change has been made as a part of the trade reorganization authorized by Reorganization Plan No. 3 of 1979 (44 FR 69273). The content of Chapter VI remains unchanged.

EFFECTIVE DATE: January 1, 1980.

FOR FURTHER INFORMATION CONTACT: Michael C. Monroe, Office of Management and Systems, Industry and Trade Administration, Department of Commerce, Washington, D.C. 20230, (202) 377-5436.

Accordingly, Chapter VI of Title 32A of the Code of Federal Regulations, presently titled "Industry and Trade Administration," is changed to read "International Trade Administration."

Paul T. O'Day,

Acting Assistant Secretary for Industry and Trade.

December 26, 1979.

[FR Doc. 79-39921 Filed 12-31-79; 8:45 am]

BILLING CODE 3510-25-M

DEPARTMENT OF AGRICULTURE

Forest Service

36 CFR Part 222

Grazing Fee System, Southern Region; Document Classification Correction

For a document correcting the classification of a document from a Rule to a Notice (44 FR 64406, November 7, 1979) see FR Doc. 79-39939 appearing in the Notices section of this issue.

BILLING CODE 3410-11-M

VETERANS' ADMINISTRATION

38 CFR Part 21

Post-Vietnam Era Veterans' Educational Assistance; Implementing Participatory Educational Assistance Program

AGENCY: Veterans Administration and Department of Defense.

ACTION: Final Regulations.

SUMMARY: The following regulatory provisions implement portions of the Veterans' Education and Employment Assistance Act of 1976. They deal with a new participatory program for educational assistance for persons who first enter active duty in the Armed Forces after December 31, 1976. The regulations included in this subpart will implement this new program.

EFFECTIVE DATE: January 1, 1977.

FOR FURTHER INFORMATION CONTACT: June C. Schaeffer, Assistant Director for Policy and Program Administration, Education and Rehabilitation Service, Department of Veterans Benefits, Veterans Administration, 810 Vermont Avenue, NW., Washington, DC 20420 (202-389-2092).

SUPPLEMENTARY INFORMATION: On pages 1181 through 1189 of the Federal Register of January 4, 1979, there was published a notice of proposed regulatory development to add a new Subpart G to Part 21, Title 38, Code of Federal Regulations relating to Post-Vietnam Era Veterans' Educational Assistance.

Interested persons were given 60 days in which to submit comments, suggestions or objections regarding the proposed regulations. Two comment letters were received, and oral comments were received from the staff of the Senate Veterans' Affairs Committee.

One letter writer objected to the entire concept of having a new subpart for use in administering this new program. He stated that Vietnam Era veterans' educational assistance and Post-Vietnam Era veterans' educational assistance should be treated exactly the same.

These regulations are based upon chapter 32, title 38, United States Code. That chapter has some provisions different from chapter 34 which forms the basis for the regulations which govern Vietnam era veterans' educational assistance. Therefore, the provisions of the regulations governing this new program must also be somewhat different. The Veterans Administration is unable to accept this suggestion.

Two persons commenting objected to the provision which prohibits counseling individuals who are selecting their first program. The law makes no direct provision for such counseling. When listing the sections of chapter 34, title 38, United States Code which apply to the administration of chapter 32, title 38, United Stated Code, the law omits the section which deals with counseling before an individual selects his or her first program. There is no legal authority, therefore, which would allow the Veterans Administration to provide this type of counseling.

The remaining comments were not substantive, but instead dealt with the way in which these regulations are written and organized.

One suggestion was that these regulations should be made a separate part rather than a subpart. A related comment was that there are too many cross-references. The Veterans Administration and Department of Defense have decided to retain the organization of these regulations as a subpart and to retain most of the cross-references.

The law requires that educational assistance under chapter 32, title 38, United States Code is to be administered in the same manner as the bulk of chapter 36, title 38, United States Code and many sections of chapter 34, title 38, United States Code. The best way to do this is to retain the organization of these regulations and incorporate by cross-reference those regulations which implement the pertinent sections of chapters 34 and 36.

A commenter stated that sections should be shorter and that long sections and paragraphs should be broken into lists. This suggestion has been followed. As a result there are many more sections than originally proposed, although the policies contained in these sections remain the same. The listing technique has been used to break up and reorganize sections such as § 21.5233 as well as many paragraphs within other sections.

A commenter desired that the Veterans Administration and Department of Defense speak to only one audience in each paragraph and to group related paragraphs and sections together. This has been done as much as possible. This has resulted in originally proposed separate sections such as § 21.5062 and § 21.5102 losing their separate identity. The material has been incorporated into other sections.

Another comment was that sections should not be numbered consecutively. Since this will allow easier amendment in the future, this suggestion was followed in many places. However, in order to allow for a parallel numbering system between these regulations and § 21.4000 et seq., the consecutive numbering system was retained in some places.

One commenter asked for clearer headings. This has been done.

One commenter criticized the fact that the Veterans Administration and Department of Defense did not make clear in all cases who has responsibility to carry out a given action. We have rewritten many sentences in response to this criticism. In some cases this involved changing the verb in a sentence from the passive voice to the active voice, but we did not change the substance of the sentences.

One commenter suggested that we be consistent in the use of terms like "individual", "veteran", "participant", "serviceperson", and "servicemember". Accordingly, we have decided generally to use the term "individual" and to use "veteran", "participant", and "serviceperson" only when we mean those individuals specifically. We have changed many sentences to reflect this decision.

A commenter suggested that we not letter each definition, and two commenters suggested that we confine our definitions to those terms that are actually used in the subpart. The Veterans Administration and Department of Defense have adopted the latter suggestion, but not the former. In preparing Statements of the Case for individuals who have appealed decisions concerning their right to benefits, Veterans Administration employees may need to refer to specific definitions. This can be done more easily when each definition is lettered.

A series of suggestions centered around the need to eliminate such phrases as "prior to", "pursuant to", "on or after", etc. We have replaced these phrases with plain English words, like "before", "under", "after", etc.

One person was dissatisfied with the proposed narrative format for computing chapter 32 benefit payments, while another pointed out that the original proposal did not state how to compute the monthly rate of individual in-residence training. We have devised a new format for computing benefit payments and stated specifically how to compute monthly rates for residence students.

Although as a result of comments received, we have made considerable revisions to these regulations, we have not made substantive revisions to the policies embodied in the original proposal. Therefore, the Veterans Administration and Department of Defense are publishing these as final regulations, and are not seeking further comment.

The regulations contained in Subpart G, Part 21, Title 38, Code of Federal Regulations are deemed proper and are hereby adopted.

Approved: December 10, 1979.

By direction of the Administrator:

John J. Leffler,

Associate Deputy Administrator.

Approved: December 20, 1979.

Robert A. Stone,

Acting Deputy Assistant Secretary (Program Management).

PART 21—VOCATIONAL REHABILITATION AND EDUCATION

In Part 21, a new Subpart G is added to read as follows:

* * * * *

Subpart G—Post-Vietnam Era Veterans' Educational Assistance Under 38 U.S.C. Ch. 32

Administrative

Sec.

21.5001 Administration of benefits program; chapter 32.

General

21.5020 Post-Vietnam era veterans' educational assistance.
21.5021 Definitions.
21.5022 Eligibility under more than one program.
21.5023 Nonduplication; Federal programs.

Claims and Applications

21.5030 Applications, claims, informal claims, and time limits.

Eligibility

21.5040 Basic eligibility.
21.5041 Periods of entitlement.

Participation

21.5050 Application requirements for participation.
21.5052 Contribution requirements.
21.5054 Dates of participation.
21.5058 Resumption of participation.
21.5060 Disenrollment.
21.5062 Date of disenrollment.
21.5064 Refund upon disenrollment.
21.5066 Suspension of participation.
21.5067 Death of participant.

Entitlement

21.5070 Entitlement.
21.5071 Months of entitlement.
21.5072 Entitlement charge.
21.5074 Excessive absences.
21.5076 Entitlement charge; overpayment cases.
21.5078 Interruption to conserve entitlement.

Counseling

21.5100 Counseling.
21.5101 Approval of program changes and reentrances.
21.5103 Travel expenses.

Payments; Educational Assistance Allowance

21.5130 Payments; educational assistance allowance.
21.5131 Educational assistance allowance.
21.5132 Criteria used in determining benefit payments.
21.5134 Restrictions on paying benefits to servicepersons.
21.5136 Benefit payments; predischarge education program.
21.5138 Computation of benefit payments and monthly rates.

State Approving Agencies

21.5150 State approving agencies.

Schools

21.5200 Schools.

Programs of Education

21.5230 Programs of education.
21.5231 Combination.
21.5232 Change of program.
21.5233 Predischarge education program (PREP); chapter 32.

Courses

21.5250 Courses.

Assessment and Pursuit of Course

21.5270 Assessment and pursuit of course.

Nondiscrimination in Vocational Rehabilitation and Educational Programs—Title VI, Civil Rights Act of 1964

21.5300 Civil rights.

Education Loans

21.5500 Education loans.

Authority: 38 U.S.C. 210(c).

Administrative

§ 21.5001 Administration of benefits program; chapter 32.

In administering benefits payable under chapter 32, title 38, United States Code, the Veterans Administration will apply the following sections in the same manner as they are applied for the administration of chapters 34 and 36:

(a) Section 21.4001—Delegations of authority.

(b) Section 21.4002—Finality of decisions.

(c) Section 21.4003—Revision of decisions.

(d) Section 21.4005—Conflicting interests.

(e) Section 21.4006—False or misleading statements.

(f) Section 21.4007—Forfeiture.

(g) Section 21.4008—Prevention of overpayments.

(h) Section 21.4009—Overpayments; waiver or recovery. (38 U.S.C. 1641)

General

§ 21.5020 Post-Vietnam era veterans' educational assistance.

38 U.S.C. chapter 32, effective January 1, 1977, provides for a participatory program for educational assistance benefits to eligible veterans and servicepersons. The intent of Congress is that this program shall—

(a) Provide educational assistance to men and women who enter the Armed Forces after December 31, 1976;

(b) Assist these men and women to obtain an education they might not otherwise be able to afford; and

(c) Promote and assist the all volunteer military program of the United States by attracting qualified persons to the Armed Forces. (38 U.S.C. 1601)

§ 21.5021 Definitions.

For the purpose of Subpart G and payment of chapter 32 benefits the following definitions apply:

(a) "Veteran"—means anyone whose service meets the requirements of § 21.5040. (38 U.S.C. 1602(1))

(b) "Active duty"—means full-time duty in the Armed Forces or as a commissioned officer of the regular or Reserve Corps of the Public Health Service or of the National Oceanic and Atmospheric Administration. It does not include any period during which an individual:

(1) Was assigned full-time by the Armed Forces to a civilian institution for a course of education which was substantially the same as established courses offered to civilians,

(2) Served as a cadet or midshipman at one of the service academies,

(3) Served under the provisions of section 511(d) of title 10, United States Code, pursuant to an enlistment in the military reserve or national guard,

(4) Served in an excess leave without pay status, or

(5) Served in a status specified in § 3.15 of this chapter. (38 U.S.C. 1602)

(c) "State"—means each of the several States, territories and possessions of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the Canal Zone. (38 U.S.C. 101)

(d) "School," "educational institution," "institution"—means the same as defined for chapter 34 benefits in § 21.4200(a)(1). (38 U.S.C. 1602; 1652)

(e) "Participant"—means a person who is participating in the educational benefits program established under chapter 32. This includes;

(1) A person who has enrolled in and is making contributions by monthly payroll deduction to the "fund".

(2) Those individuals who have contributed to the "fund" and have not disenrolled (i.e., users or potential users of benefits). (38 U.S.C. 1602)

(f) "Fund"—means that trust fund account established to maintain dollar contributions of the participant (and contributions, if any, from the Department of Defense). (38 U.S.C. 1622)

(g) "Suspends"—means a participant stops contributing to the "fund" (temporarily or permanently). (38 U.S.C. 1621)

(h) "Disenrolls"—means a participant terminates participation and forfeits any entitlement to benefits except for a refund of his or her contributions previously made. (38 U.S.C. 1621)

(i) "Hardship" or "other good reasons"—means circumstances considered to be such by the Department of Defense and the Veterans Administration when referring to suspension or disenrollments, such as illness of the participant or a member of his or her immediate family, unexpected personal expense, etc. (38 U.S.C 1621(b))

(j) "Benefit period" means—

(1) For a course leading to a standard college degree—

(i) The entire enrollment period certified by the school; or

(ii) That period of time from the beginning of an enrollment period until the end of the individual's delimiting period; or

(iii) That period of time from the beginning of an enrollment period to the date on which the individual's contributions in the fund are exhausted, whichever is the shortest.

(2) For a residence course not leading to a standard college degree or for a correspondence course that period of time from the beginning of the enrollment period as certified by the school or the date the school last certified on the quarterly certification of attendance, whichever is later, to—

(i) The end of the enrollment period;

(ii) The end of the quarter to be certified;

(iii) The last date of the individual's delimiting period; or

(iv) The date on which the individual's contributions to the fund are exhausted, whichever occurs first.

(3) For flight training courses that period of time from the beginning of the enrollment period or the date the flight school last certified on the monthly certification of flight training to—

(i) The end of the month to be certified;

(ii) The last date of the individual's delimiting period; or

(iii) The date on which the individual's contributions to the fund are exhausted, whichever occurs first. (38 U.S.C. 1631)

(k) "Benefit payment"—means all educational assistance allowance paid to a veteran for pursuit of a program of education during a benefit period. (38 U.S.C. 1631)

§ 21.5022 Eligibility under more than one program.

An individual eligible to receive educational assistance under 38 U.S.C. chapter 32, and provisions of Subpart G is not eligible to receive educational assistance allowance under 38 U.S.C. chapter 34. If otherwise eligible, an individual may receive vocational rehabilitation training under 38 U.S.C. chapter 31, and/or educational assistance under 38 U.S.C. chapter 35, but not concurrently with benefits under chapter 32. The 48-month limitation on benefits under more than one program does not apply to benefits under chapter 32. (38 U.S.C. 1621)

§ 21.5023 Nonduplication; Federal programs.

An individual may not receive educational assistance allowance under 38 U.S.C. chapter 32, if the individual is—

(a) On active duty and is pursuing a course of education which is being paid for, in whole or in part, by the Armed Forces (or by the Department of Health, Education, and Welfare in the case of the Public Health Service), or

(b) Attending a course of education or training paid for, in whole or in part, under the Government Employees' Training Act and whose full salary is being paid to him or her while so training. (38 U.S.C. 1641, 1781)

Claims and Applications

§ 21.5030 Applications, claims, informal claims, and time limits.

(a) To become a participant an individual must apply to his or her Service Department on forms prescribed by the Service Department and/or the Secretary of Defense.

(b) Rules and regulations of the applicable Service Department and/or the Department of Defense shall determine if the application is timely.

(c) The provisions of the following sections shall apply to claims for educational assistance allowances or loans under 38 U.S.C. chapter 32 in the same manner as the Veterans Administration applies them for the administration of chapters 34 and 36:

(1) Section 21.1030—Claims.

(2) Section 21.1031—Informal claims.

(3) Section 21.1032—Time limits.

(38 U.S.C. 1641, 1671)

Eligibility

§ 21.5040 Basic eligibility.

(a) *Individuals not on active duty.* To establish basic eligibility under 38 U.S.C. chapter 32 for educational assistance, an individual not on active duty—

(1) Must have initially entered the military service after December 31, 1976; and

(2) Must have served on active duty for 181 or more continuous days after December 31, 1976, or if less than 181 days were served on active duty, the individual must have been discharged or released from active duty for a service-connected disability;

(3) Must have received an unconditional discharge or release under conditions other than dishonorable from the initial period of military service and from any other period of service upon which eligibility is based. A discharge or release will be considered to be unconditional if the individual was eligible for complete separation from active duty on the date the discharge was issued. The provisions of § 3.12 of this chapter as to character of discharge and § 3.13 of this chapter as to conditional discharges are applicable. (38 U.S.C. 1602)

(b) *Individuals on active duty.* To establish basic eligibility under 38 U.S.C. chapter 32 for educational assistance an individual on active duty—

(1) Must have initially entered into military service after December 31, 1976,

(2) Must have served on active duty for a period of 181 or more continuous days after December 31, 1976, and

(3) If not enrolled in a Predischarge Education Program, must have completed the lesser of the following two periods of active duty:

(i) The individual's first obligated period of active duty which began after December 31, 1976, or

(ii) The individual's period of active duty which began after December 31, 1976, and which is 6 years in length,

(4) If enrolled in a Predischarge Education Program, the individual—

(i) Must be an enlisted member of the Armed Forces,

(ii) Must be a participant, and

(iii) Must be training during the last 6 months of his or her first period of active duty which began after December 31, 1976. (38 U.S.C. 1631(b)) See § 21.5233.

§ 21.5041 Periods of entitlement.

(a) No educational assistance shall be afforded an eligible individual under chapter 32 beyond the date of 10 years after his or her last discharge or release from active duty. (38 U.S.C. 1632)

(b) The individual—

(1) May use his or her entitlement at any time during the 10-year period after the last discharge or release from active duty;

(2) Is not required to use his or her entitlement in consecutive months. (38 U.S.C. 1632)

Participation

§ 21.5050 Application requirements for participation.

(a) An individual, who is otherwise eligible to become a participant, must apply to the Service Department under which he or she serves upon forms prescribed by the Service Department and/or Secretary of Defense.

(b) No application to participate may be made before entry upon active duty.

(c) Each application must be submitted in time to permit the Service Department to make the required deduction from the individual's military pay for at least 1 month before the applicant's discharge or release from active duty. (38 U.S.C. 1621)

§ 21.5052 Contribution requirements.

(a) *Minimum period of participation.* Each individual who agrees to participate must do so for a minimum period of 12 consective months, unless the participant—

(1) Is allowed to disenroll for hardship reasons;

(2) Is permitted to suspend participation for hardship reasons;

(3) Is discharged or released from active duty; or

(4) Otherwise ceases to be legally eligible to participate. (38 U.S.C. 1621)

(b) *Amount of monthly contribution.* The individual shall specify the amount of his or her contribution to the fund.

(1) The contribution shall be at least $50 per month but not more than $75 per month.

(2) The contribution shall be evenly divisible by five. (38 U.S.C. 1622)

(c) *Amount of total contribution.* An individual may contribute for the number of months required to reach a total contribution of $2,700. (38 U.S.C. 1622)

(d) *Changing the monthly contribution.* An individual may increase or decrease the amount of the monthly contribution, but may not do so more than once a month. (38 U.S.C. 1622)

(e) *Prohibition against contributing.* An individual may not make contributions to the fund after the date of his or her discharge. (38 U.S.C. 1622)

§ 21.5054 Dates of participation.

An individual may participate after December 31, 1976, but may not enroll to participate after December 31, 1981, unless the program is extended as provided in section 408, Pub. L. 94-502 (90 Stat. 2398). An individual may not receive benefits before July 1, 1977 unless discharged after January 1, 1977, for a service-connected condition. The first date on which an individual enrolled in a Predischarge Education

Program may receive benefits is subject to the eligibility requirements of § 21.5040(b)(4). (38 U.S.C. 1631 (a), (b))

§ 21.5058 Resumption of participation.

(a) An eligible individual, who remains otherwise eligible, may resume active contribution to the fund, if he or she has—

(1) Voluntarily elected to suspend following completion of minimum participation; or

(2) Suspended at any time for reasons of hardship.

(b) A person who has disenrolled may reenroll, but will have to qualify again for minimum participation as described in § 21.5052(a).

(c) If a person does reenroll, he or she may not "repurchase" entitlement by tendering previously refunded contributions which he or she received upon disenrollment. (38 U.S.C. 1621)

§ 21.5060 Disenrollment.

(a) *Voluntary disenrollment.* An individual may elect to disenroll at any time within the initial 12 months of participation for reasons of personal hardship. An individual may disenroll at any time after the initial 12 months of participation. (38 U.S.C. 1621)

(b) *Nonvoluntary disenrollment.* The Veterans Administration shall disenroll automatically any individual—

(1) Who is discharged or released from active duty under dishonorable conditions, or

(2) Who has not utilized all of his or her entitlement to benefits within the 10-year delimiting period stated in § 21.5041. (38 U.S.C. 1625, 1632)

§ 21.5062 Date of disenrollment.

An individual will be disenrolled effective—

(a) The date the Veterans Administration or the Service Department determines he or she has ceased to be legally entitled to participate; or

(b) The date the individual's request for voluntary disenrollment is received by the Veterans Administration, whichever is earlier. (38 U.S.C. 1621(d))

§ 21.5064 Refund upon disenrollment.

(a) *General.* A disenrolled individual will be refunded all contributions made by him or her to the fund. He or she will be ineligible to receive benefits under §§ 21.5130 and 21.5138, unless the individual reenrolls as a participant and agrees to participate in a new period of 12 consecutive months as provided in § 21.5058. The amount of the contributions refunded upon disenrollment shall be limited to the amount of his or her contributions not utilized to receive benefits as of the date of disenrollment, less any outstanding debts resulting from overpayments of educational assistance allowance. (38 U.S.C. 1623)

(b) *Effective date of refund.* The date upon which the refund of contributions, if any, will be made shall be determined as follows:

(1) If an individual voluntarily disenrolls from the program before discharge or release from active duty, the individual's contributions remaining in the fund will be refunded on—

(i) The date of the participant's discharge or release from active duty; or

(ii) Within 60 days of the receipt of notice by the Veterans Administration of the individual's discharge or disenrollment; or

(iii) Any earlier date in instances of hardship or for other good reasons.

(2) If an individual voluntarily disenrolls from the program after discharge or release from active duty, under other than dishonorable conditions, the individual's contributions shall be refunded within 60 days of receipt by the Veterans Administration of an application for a refund from the individual.

(3) If an individual is disenrolled because he or she is discharged or released from active duty under dishonorable conditions, the individual's contributions remaining in the fund shall be refunded:

(i) On the date of the individual's discharge or release from active duty; or

(ii) Within 60 days of receipt of notice by the Veterans Administration of the individual's discharge or release, whichever is the later.

(4) If an individual is disenrolled because he or she has not utilized all of his or her entitlement to benefits within the 10-year delimiting period, the individual's contributions remaining in the fund shall be refunded.

(i) The Veterans Administration shall notify the individual that the delimiting period has expired and shall state the amount of unused contributions.

(ii) The Veterans Administration shall make the refund only if the individual requests it.

(iii) If no request is received by the Veterans Administration within 1 year from the date that the individual is notified of his or her entitlement to a refund, it will be presumed that the individual's whereabouts is unknown. The funds on deposit for that individual will be transferred in accordance with the provisions of section 725s, title 31, United States Code. (38 U.S.C. 1623, 1632)

§ 21.5066 Suspension of participation.

An individual may suspend participation in the program without disenrolling. If the individual suspends participation, he or she may resume participation at any time thereafter while on active duty.

(a) An individual may suspend participation any time after 12 months of participation.

(b) An individual who has participated for less than 12 consecutive months may not suspend unless the Secretary of Defense determines that the reason for the suspension is due to a personal hardship. (38 U.S.C. 1621)

§ 21.5067 Death of participant.

If an individual dies, the Veterans Administration shall pay the amount of his or her unused contributions to the fund—

(a) To the beneficiary or beneficiaries designated by the individual under the individual's Servicemen's Group Life Insurance policy; or

(b) To the individual's estate if no beneficiary has been designated under the individual's Servicemen's Group Life Insurance policy or if the individual has no such policy. (38 U.S.C. 1624)

Entitlement

§ 21.5070 Entitlement.

A participant is entitled to a monthly benefit for periods of time during which the individual is enrolled in, and satisfactorily pursuing, an approved program of education. The amount of the benefit will vary from individual to individual and, in some instances, from month to month as provided in § 21.5130. (38 U.S.C. 1631)

§ 21.5071 Months of entitlement allowed.

The Veterans Administration will credit an individual with 1 month of entitlement for each month he or she contributes to the fund up to a maximum of 36 months or its equivalent in part-time training. (38 U.S.C. 1631)

§ 21.5072 Entitlement charge.

The Veterans Administration shall determine the entitlement charge for each payment in the same manner for all individuals regardless or whether they are on active duty.

(a) *Residence training.* (1) A charge against the period of entitlement for a program other than a Predischarge Education Program or one consisting exclusively of flight training will be made as follows:

(i) The Veterans Administration will charge an individual who is a full-time student 1 month's entitlement for each monthly benefit paid to him or her.

(ii) The Veterans Administration will charge an individual who is other than a full-time student 1 month's entitlement for each sum of money paid equivalent to what the individual would have been paid had he or she been a full-time student for 1 month.

(2) When the computation results in a period of time other than a full month, the entitlement charge will be prorated. (38 U.S.C. 1631)

(b) *Predischarge Education Program.* No entitlement charge will be made. (38 U.S.C. 1641, 1696)

(c) *Flight and correspondence training courses.* (1) A charge against the period of entitlement for a program consisting exclusively of flight training or correspondence training will be made on the basis of 1 month for each sum of money paid equivalent to the dollar value of a month of entitlement as determined under § 21.5138(a)(2)(viii), which is paid to the individual as an educational assistance allowance for this training. When computation results in a period of time other than a full month, the charge will be prorated.

(2) If the individual is contributing to the fund at the same time that benefits are being used or subsequently contributes a sum or sums, the entitlement charges will not be recomputed. Thus, if the monthly rate arrived at by applying the formula is determined to be $150 at the time that a benefit payment for flight or correspondence training is computed, the individual will be charged 1 month of entitlement for each $150 paid. If a different monthly rate is computed at the time of a subsequent payment for such training, no adjustment will be made in the entitlement charged for the previous payment(s) even though the value of each month's entitlement may vary from payment to payment. (38 U.S.C. 1631(c))

§ 21.5074 Excessive absences.

The maximum number of absences allowed an individual enrolled in a course or courses not leading to a standard college degree shall be as stated in § 21.4205(b). As stated in § 21.4136(e), no payment will be made for absences which exceed the maximum. The Veterans Administration shall make no charge against the entitlement of an individual for the combined portion of a month for which the Veterans Administration makes absence deductions. (38 U.S.C. 1641, 1780)

§ 21.5076 Entitlement charge; overpayment cases.

(a) The Veterans Administration will make a charge against an individual's entitlement for an overpayment of educational assistance allowance only if—

(1) The overpayment is discharged in bankruptcy; or

(2) The Veterans Administration waives the overpayment and does not recover it. (38 U.S.C. 1631)

(b) The entitlement charge will be at the appropriate rate for the elapsed period covered by the overpayment. (38 U.S.C. 1631)

§ 21.5078 Interruption to conserve entitlement.

(a) *Interruption to conserve entitlement generally prohibited.* No one may interrupt a certified period of enrollment for the purpose of conserving entitlement. A school may not certify a period of enrollment for a fractional part of the normal term, quarter or semester if the individual actually is enrolled and is pursuing his or her program of education for the entire term, quarter or semester. (38 U.S.C. 1641, 1780)

(b) *Exceptions.* The Veterans Administration will charge entitlement for the entire period of enrollment certified if the individual otherwise is eligible for benefits, except when benefits are interrupted under any of the following conditions:

(1) Enrollment actually is terminated.

(2) Enrollment is canceled and the individual has not negotiated an educational benefits check for any part of the certified period of enrollment.

(3) The individual—

(i) Interrupts his or her enrollment at the scheduled end of any term, quarter, semester or school year within the certified period of enrollment; and

(ii) Has not negotiated any check for educational benefits for the succeeding term, quarter, semester or school year.

(4) The individual requests interruption or cancellation for any break when a school was closed during a certified period of enrollment and payments were continued under an established policy based upon an Executive order of the President or due to an emergency situation. This exception applies whether or not the individual has negotiated a check for educational benefits for the certified period. (38 U.S.C. 1641, 1780)

Counseling

§ 21.5100 Counseling.

(a) *Purpose.* The purpose of counseling is—

(1) To assist in selecting an objective:

(2) To develop a suitable program of education or training; and

(3) To resolve any personal problems which are likely to interfere with the successful pursuit of a program. (38 U.S.C. 1641)

(b) *Required counseling.* (1) Counseling is required—

(i) For any change of program if the program was interrupted or discontinued because of the individual's own misconduct, neglect or lack of application, or

(ii) For reentrance into training whether it is into the same or a different program, if training was discontinued because of unsatisfactory conduct or progress under § 21.4277, or

(iii) When necessary to determine if a second or subsequent change of program may be approved.

(2) When counseling is required and an individual fails to report or fails to cooperate in the counseling process, further action on the application will not be taken. (38 U.S.C. 1641, 1791)

(c) *Limits on counseling.* Counseling may not be given—

(1) For an initial course selected; or

(2) For a first change from that course when conduct and progress is satisfactory. (38 U.S.C. 1641, 1791)

§ 21.5101 Approval of program changes and reentrances.

(a) *General.* An individual may not receive educational assistance for training following a second or subsequent change in program or following discontinuance for unsatisfactory conduct or progress unless such a change or reentrance into training has been approved by a Veterans Administration counseling psychologist.

(b) *Conditions for approval.* A counseling psychologist will recommend approval of subsequent change of program or reentrance into the same program if he or she finds that—

(1) The program is suitable to the individual's aptitudes, interests, and abilities; and

(2) If there was unsatisfactory progress or conduct, the cause for that unsatisfactory progress or conduct has been removed, and there exists a reasonable likelihood that there will not be a recurrence of such an interruption or failure to progress. For third and subsequent changes the requirements of §§ 21.4234 and 21.5232, must also be met. (38 U.S.C. 1641, 1791)

§ 21.5103 Travel expenses.

(a) *Travel for individuals.* The Veterans Administration shall determine and pay the necessary cost of travel to and from the place of counseling for individuals who are required to recieve counseling if—

(1) The Veterans Administration determines that the individual is unable

to defray the cost based upon his or her annual declaration and certification; or

(2) The individual has a service-connected disability.

(b) *Travel for attendants.* The Veterans Administration will authorize payment of travel expenses for an attendant while the individual is traveling when—

(1) The individual, because of a severe disability, requires the services of an attendant while traveling, and

(2) The Veterans Administration is paying the necessary cost of the individual's travel on the basis of the criteria stated in paragraph (a) of this section. (38 U.S.C. 111)

Cross Reference: Authorization for travel of attendants. See § 21.274.

Payments; Educational Assistance Allowance

§ 21.5130 Payments; educational assistance allowance.

In administering benefits payable under chapter 32, title 38, United States Code, the Veterans Administration will apply the following sections in the same manner as they are applied in the administration of chapters 34 and 36.

(a) Section 21.4131 (except paragraphs (c)(3) and (e) of this section)—Commencing dates.

(b) Section 21.4132—Waiver of time limits.

(c) Section 21.4134—Withholding and discontinuance.

(d) Section 21.4135 (except paragraphs (b), (c), (d), (o), and (v) of this section)—Discontinuance dates.

(e) Section 21.4138—Certifications and release of payments.

(f) Section 21.4139—(except paragraph (b) of this section)—Payee.

(g) Section 21.4146—Assignments of benefits prohibited. (38 U.S.C. 1641)

§ 21.5131 Educational assistance allowance.

The Veterans Administration will pay educational assistance allowance at the rate specified in §§ 21.5136 and 21.5138 while the individual is pursuing a course of education. The Veterans Administration may withhold final payment until it receives proof of the individual's continued enrollment and adjusts the individual's account. (38 U.S.C. 1641)

(a) *Commencing date.* The commencing date will be the date of the individual's entrance or reentrance under § 21.4131 (38 U.S.C. 1641)

(b) *Ending date.* The ending date will be the earliest of the following dates:

(1) The ending date of the individual's course or period of enrollment as certified by the school;

(2) The ending date of the individual's eligibility as determined under § 21.5041;

(3) The ending date specified in § 21.4135. (38 U.S.C. 1641)

§ 21.5132 Criteria used in determining benefit payments.

(a) *Training time.* The amount of benefit payment to an individual in all types of training except flight and correspondence training depends on whether the Veterans Administration determines that the individual is a full-time student, three-quarter time student, half-time student or one-quarter time student.

(b) *Contributions.* The amount of benefit payment to an individual (except one in the Predischarge Education Program) also depends on—

(1) The amount the individual has contributed to the fund.

(2) The amount the Veterans Administration has contributed to the fund for the individual. This is twice the individual's contribution.

(3) The amount, if any, the Secretary of Defense has contributed to the fund for the individual. (38 U.S.C. 1631)

§ 21.5134 Restrictions on paying benefits to servicepersons.

The Veterans Administration may not pay benefits to a serviceperson (other than one in the Predischarge Education Program) unless he or she—

(a) Has completed 3 months of contributions to the fund; and

(b) Is serving on active duty in an enlistment period subsequent to the initial period of active duty defined in § 21.5040(b)(3). (38 U.S.C. 1621, 1631)

§ 21.5136 Benefit payments; predischarge education program.

(a) *Restrictions on payments.* The Veterans Administration may authorize up to 6 months of benefits to qualified individuals for Predischarge Education Program training without charge to entitlement. Payments may be made only if—

(1) The individual has contributed to the fund for at least 1 month, and

(2) The training is received while the individual is serving the last 6 months of his or her first enlistment after December 31, 1976. (38 U.S.C. 1631)

(b) *Monthly rate.* The amount of payment to an individual pursuing a Predischarge Education Program shall be the lesser of these rates:

(1) The cost of the course; or

(2) the following monthly rates:

(i) $311 per month for full-time training.

(ii) $233 per month for the three-quarter time training.

(iii) $156 per month for half-time training.

(iv) $78 per month for one-quarter training. (38 U.S.C. 1641, 1996)

(c) *Method of payment.* Payment shall be made in a lump sum for the term, quarter or semester at the beginning of the month in which training begins. (38 U.S.C. 1641, 1696)

(d) *Payment for similar training.* An individual may take similar training in subsequent enlistments, but it will not be considered Predischarge Education Program training. Benefits for this similar training will be paid on the same basis as any other type of chapter 32 training with a charge to entitlement. (38 U.S.C. 1631)

§ 21.5138 Computation of benefit payments and monthly rates.

The Veterans Administration will compute all monthly rates and benefit payments.

(a) *Computation of entitlement factor.* In computing monthly rates and benefit payments the Veterans Administration in all cases except for individuals in the Predischarge Education Program, will compute an entitlement factor.

(1) For residence training the entitlement factor will be computed as follows:

(i) Enter the number of full months in the applicable benefit period ..... (1) .....
(ii) Enter the number of full days in excess of the number of full months ..... (a) .....
(iii) Divide line a by 30. Enter the quotient ..... (2) .....
(iv) Total (lines 1 and 2) ..... (3) .....
(v) Multiply line 3 by 1 for a full-time student; by .75 for a three-quarter time student; by .5 for a half-time student; or by .25 for a one-quarter time student. Enter the result ..... (4) .....
(This is the entitlement factor.)

(2) For flight training and correspondence training the entitlement factor will be computed as follows:

(i) Enter the amount of the individual's contributions remaining in the fund ..... (b) .....
(ii) Enter the individual's remaining months of entitlement ..... (c) .....
(iii) Divide line b by line c. Enter the quotient ..... (5) .....
(iv) Enter two times the amount in line 5 ..... (6) .....
(v) Enter the amount of the contributions, if any, remaining in the fund which the Secretary of Defense contributed for the individual ..... (d) .....
(vi) Enter the individual's remaining months of entitlement ..... (e) .....
(vii) Divide line d by line e. Enter the quotient ..... (7) .....
(viii) Total (lines 5, 6 and 7) ..... (8) .....
(ix) Enter the correspondence or flight charges certified by the school ..... (9) .....
(x) Divide line 9 by line 8. Enter the quotient ..... (10) .....
(This is the entitlement factor.) (38 U.S.C. 1631)

(b) *Computation of benefit payment.* The Veterans Administration will compute benefit payments for all training except the Predischarge Education Program as follows:

(1) Enter the entitlement factor ..... (f) .....
(2) Enter the amount of the individual's contributions remaining in the fund ..... (g) .....

(3) Multiply line f by line g. Enter the result..... (h).....
(4) Enter the remaining months of the individual's entitlement..... (i).....
(5) Divide line h by line i. Enter the quotient..... (11).....
(This is the individual's portion.)
(6) Enter two times the amount in line 11..... (12).....
(This is the Veterans Administration's portion.)
(7) Enter the amount of the contributions, if any, remaining in the fund which the Secretary of Defense contributed for the individual..... (j).....
(8) Enter the individual's remaining months of entitlement..... (k).....
(9) Divide line j by line k. Enter the quotient..... (13).....

(This is the Department of Defense's portion.)
(10) Total (Add lines 11, 12 and 13)..... (14).....

(11) The benefit payment is either—
(i) The amount shown on line 14 or
(ii) The total amount of the remaining contributions in the fund made by the individual and the Veterans Administration and Secretary of Defense on behalf of the individual, whichever is less. (38 U.S.C. 1631)

(c) *Monthly rates.* The Veterans Administration will compute the monthly rates of payment for individuals in residence training by repeating the calculations in paragraph (b)(1) through (10) of this section except that instead of entering the entitlement factor on line f, paragraph (b)(1) of this section the Veterans Administration will enter 1 for a full-time student, .75 for a three-quarter time student, .5 for a half-time student, or .25 for a one-quarter time student. (38 U.S.C. 1631)

State Approving Agencies

§ 21.5150 State approving agencies.

In administering chapter 32, title 38, United States Code, the Veterans Administration will apply the provisions of the following sections in the same manner as they are applied for the administration of chapters 34 and 36:

(a) Section 21.4150 (except paragraph (e) of this section)—Designation.
(b) Section 21.4151—Cooperation.
(c) Section 21.4152—Control by agencies of the United States.
(d) Section 21.4153—Reimbursement of expenses. (38 U.S.C. 1641, 1770, 1771, 1772, 1773, 1774)

Schools

§ 21.5200 Schools.

In the administration of benefits payable under the provisions of chapter 32, title 38, United States Code, the Veterans Administration will apply the following sections in the same manner as they are applied for the administration of chapters 34 and 36:

(a) Section 21.4200 (except paragraph (c) of this section)—Definitions. (38 U.S.C. 1641)
(b) Section 21.4201—Restrictions on enrollment; percentage of students receiving financial support. (38 U.S.C. 1641, 1673(d))
(c) Section 21.4202—Overcharges; restrictions on enrollments. (38 U.S.C. 1641, 1790)
(d) Section 21.4203 (except paragraph (f)(3) of this section)—Reports by schools; requirements. (38 U.S.C. 1641, 1784)
(e) Section 21.4204 (except paragraph (e) of this section)—Periodic certifications. (38 U.S.C. 1641, 1784)
(f) Section 21.4205—Absences. (38 U.S.C. 1641, 1784)
(g) Section 21.4206—Reporting fee. (38 U.S.C. 1641, 1784)
(h) Section 21.4207—Failure of school to meet requirements. (38 U.S.C. 1641, 1790)
(i) Section 21.4208—Central Office Education and Training Review Panel. (38 U.S.C. 1641, 1790)
(j) Section 21.4209 (except so much of paragraph (c) of this section as relates to apprentice and other on-job training)—Examination of records. (38 U.S.C. 1641, 1790)

Programs of Education

§ 21.5230 Programs of education.

In the administration of benefits payable under chapter 32, title 38, United States Code, the Veterans Administration will apply § 21.4230—Requirements (except paragraphs (c)(2), (d) and (e) of this section) in the same manner as it is applied in the administration of chapters 34 and 36. (38 U.S.C. 1641)

§ 21.5231 Combination.

In the admiunistration of benefits payable under chapter 32, title 38, United States Code, the Veterans Administration will apply § 21.4233(b), (c), and (e) in the same manner as it is applied for the administration of chapters 34 and 36. (38 U.S.C. 1641)

§ 21.5232 Change of program.

In the administration of benefits payable under chapter 32, title 38, United States Code, the Veterans Administration will apply § 21.4234, except paragraphs (c) and (d), in the same manner as it is applied in the administration of chapters 34 and 36. (38 U.S.C. 1641)

§ 21.5233 Predischarge education program (PREP); chapter 32.

(a) *General.* A Predischarge Education Program is designed to encourage and assist servicepersons in preparing for their future education, training or vocation by providing them with an opportunity to enroll in and pursue a program of education or training prior to their discharge or release from active duty. (38 U.S.C. 1631, 1641, 1695(a))

(b) *Enrollment.* The Veterans Administration may approve the enrollment of an individual in a Predischarge Education Program, regardless of the individual's previous educational experience, when the following conditions exist:

(1) The individual—
(i) Must be on active duty;
(ii) Must be a participant in the chapter 32 program;
(iii) Must meet the requirements for eligibility stated in § 21.5040; and
(iv) Must be an enlisted member of the Armed Forces.
(2) The individual is enrolled in—
(i) A course or courses (other than correspondence courses) which are required to receive a secondary school diploma; or
(ii) A course or courses (including individual unit subjects within a General Education Development (G.E.D.) examination program) which are required for or preparatory to, the pursuit of an approved, appropriate course or training program in an educational institution or training establishment. A program designed solely to prepare an individual for a G.E.D. examination does not meet these requirements. (38 U.S.C. 1631, 1641, 1696)

(c) *Measurement.* Courses will be measured as provided in § 21.4270 et seq. (38 U.S.C. 1631, 1641, 1696)

(d) *Payment and entitlement charge.* Benefit payments are based on the cost of the individual's course. The payments may not exceed $311 per month for full-time training. No charge will be made against the entitlement of the individual under chapter 32 for benefit payments under the Predischarge Education Program. (38 U.S.C. 1631, 1641, 1696)

(e) *Cost determination.* (1) The Veterans Administration will compute the cost of the individual's course, which will form the basis for benefit payments—
(i) At the rate of the established charges for titution and fees which the school requires other similarly circumstanced students enrolled in the same or a similar program to pay; and
(ii) The cost of the books and supplies for the course which the school requires other students in the same or a similar program to have.
(2) When the school offers no same or similar program, the Veterans Administration will establish the rates for tuition and fees on the basis of a report from the State approving agency showing the estimated cost for operation of the program and the anticipated enrollment. The costs which the State approving agency may or may not

include in the estimate are listed in paragraphs (f) through (o) of this section. (38 U.S.C. 1631, 1641, 1696)

(f) *Costs: administrative expenses.* (1) The State approving agency may include reasonable administrative expenses in its cost estimate.

(2) The following administrative expenses are unreasonable and may not be included in the cost estimate:

(i) Administrative expenses at the home campus when clerical functions are performed at the branch facility (i.e. at the actual location of the Predischarge Education Program);

(ii) Honorariums; and

(iii) Expenses due to a subcontractual arrangement not contemplated in the course approval. (38 U.S.C. 1631, 1641, 1696)

(g) *Costs: consumable supplies.* The State approving agency may include reasonable costs for consumable supplies in its estimate. All consumable supplies included in the cost estimate must be described and supported in the State approving agency's report.

(h) *Costs: depreciation.* (1) The State approving agency may include reasonable costs for depreciation in its cost estimate.

(2) The following costs for depreciation are unreasonable and may not be included in the cost estimate:

(i) Depreciation for equipment purchased from Predischarge Education Program tuition prior to establishing rates by cost determination;

(ii) Depreciation which has been determined in a manner inconsistent with Internal Revenue Service principles for computing depreciation;

(iii) Depreciation for the exhaustion, wear, tear and obsolescence of property, which, at the end of the useful life of the depreciable property when taken together with the salvage value of the property, exceeds the cost or other basis of the property.

(iv) Depreciation which permits the school to recoup, within the first year, all or most of the costs of establishing the course, including the necessary equipment and program costs when no same course is offered. (38 U.S.C. 1631, 1641, 1696)

(i) *Costs: operation and maintenance.* The State approving agency may include in its cost estimate reasonable costs for operation and maintenance of the physical plant in which the Predischarge Education Program is offered. It may not include capital outlays for equipment and renovating buildings it has already determined to be adequate. (38 U.S.C. 1631, 1641, 1696)

(j) *Costs: rent or lease expenses.* The State approving agency may include in its cost estimate as rent or lease expenses only the reasonable cost of space used for instruction. (38 U.S.C. 1631, 1641, 1696)

(k) *Costs: taxes and insurance.* (1) The State approving agency may include in the cost estimate reasonable costs for taxes and insurance. Reasonable costs include—

(i) The cost of social security for teachers and related personnel; and

(ii) Health insurance costs for teachers and related personnel.

(2) The following costs are unreasonable. They may not be included in the cost estimate:

(i) Income taxes, and

(ii) Personal life insurance. (38 U.S.C. 1631, 1641, 1696)

(l) *Costs: teaching and related Personnel.* (1) the State approving agency may include in the cost estimate reasonable costs for teaching and related personnel. Related personnel are limited to—

(i) Personnel assisting teachers in records-keeping and instructional material;

(ii) Personnel assisting teachers in the laboratory;

(iii) Supply room personnel;

(iv) Library personnel;

(v) Counseling personnel; and

(vi) Persons supervising teachers and other related personnel.

(2) The following costs are unreasonable and shall not be included in the cost estimate:

(i) The cost of the formal training of instructors hired as fully qualified to teach;

(ii) The full-time salary of a teacher teaching less than 25 hours of classes per week, unless the school clearly substantiates by documentation that other schools in the general area pay full salary to similarly qualified instructors for teaching the same number of hours per week;

(iii) Any salary in excess of the prevailing rate in the area for similarly qualified instructors;

(iv) Costs of excess clerical personnel to assist teachers in records-keeping. Unless the school submits strong justification for a lesser ratio, no more than one clerk's salary will be included for an average of 100 students per day; and

(v) Costs of nonrelated personnel. (38 U.S.C. 1631, 1641, 1696)

(m) *Costs: textbooks.* The State approving agency may include only the costs of the following books in its cost estimate:

(1) All textbooks used in the course;

(2) All workbooks if they are the only books used in the course. (38 U.S.C. 1631, 1641, 1696)

(n) *Costs: travel.* (1) The State approving agency may include in its costs estimate reasonable costs of travel. These include—

(i) Required travel expenses for supervisors;

(ii) Travel expenses for itinerant instructors who commute from the principal campus at which they are regularly employed;

(iii) Travel expenses for bringing instructors and administrative personnel to not more than one in-service training session each semester or term.

(2) The following travel expenses are not reasonable and may not be included in the cost estimate:

(i) A daily commuting expense paid to bring full-time instructors from their place of residence to their place of employment;

(ii) Bus transportation for field trips to home campuses, and

(iii) Any travel expenses for instructors not set forth in paragraph (n)(1) of this section. (38 U.S.C. 1631, 1641, 1696)

(o) *Contingency fund.* A contingency fund for profit and nonprofit schools not to exceed 5 percent of the other acceptable costs may be included as an acceptable cost, if the surplus has been offset on the rate established. If the Predischarge Education Program is terminated or if approval for a Predischarge Education Program course is withdrawn the following provisions apply:

(1) The amount of money remaining in the fund to which the school is not entitled shall be paid to the Veterans Administration.

(2) Within 6 months following the date of termination or withdrawal of approval, the school shall verify that the money has been paid by auditing the financial records of the program. A copy of the audit shall be furnished to the Veterans Administration field station of jurisdiction.

(3) The records necessary to support the audit will be kept intact and in good condition at the school for at least 3 years following the day the audit is completed. Longer retention will not be required unless a written request is received from the General Accounting Office or the Veterans Administration not later than 30 days before the end of the 3-year period. (38 U.S.C. 1631, 1641, 1696)

(p) *Referrals.* (1) If the State approving agency and the school are unable to agree on the estimated cost of a Predischarge Education Program where there is no same program, the State will report the full facts to the Veterans Administration regional office. If the regional office is unable to resolve the

question, the matter will be referred to the Director, Education and Rehabilitation Service to determine cost.

(2) In making cost determinations the Veterans Administration—

(i) Will use only cost data that has been certified by a Certified Public Accountant or by the Service Department operating the base on which the Predischarge Education Program is being offered; and

(ii) Will make an analysis to determine whether the customary teaching practices and the customary organizational practices of the institution on campus do reflect reasonable and necessary expenses of conducting the program. (38 U.S.C. 1641, 1696)

(q) *Refund policy.* An individual who discontinues a course or courses in a Predischarge Education Program must be given a pro rata refund if the rates of the program are based on cost data. (38 U.S.C. 1641, 1696)

Courses

§ 21.5250 Courses.

In administering benefits payable under chapter 32, title 38, United States Code, the Veterans Administration and, where appropriate, the State approving agencies shall apply the following sections in the same manner as they are applied for the administration of chapters 34 and 36.

(a) Section 21.4250 (except paragraph (c)(1) and (6) of this section)—Approval of courses. (38 U.S.C. 1641, 1772)

(b) Section 21.4251—Period of operation of course. (38 U.S.C. 1641, 1789)

(c) Section 21.4252 (except paragraph (f) of this section)—Courses precluded. (38 U.S.C. 1641, 1673)

(d) Section 21.4253—Accredited courses. (38 U.S.C. 1641, 1775)

(e) Section 21.4254—Nonaccredited courses. (38 U.S.C. 1641, 1776)

(f) Section 21.4255—Refund policy; nonaccredited courses. (38 U.S.C. 1641, 1776)

(g) Section 21.4256—Correspondence courses. (38 U.S.C. 1641, 1786)

(h) Section 21.4258 (except paragraph (c) of this section)—Notice of approval. (38 U.S.C. 1641, 1778)

(i) Section 21.4259—Suspension or disapproval. (38 U.S.C. 1641, 1779)

(j) Section 21.4260—Courses in foreign countries. (38 U.S.C. 1641, 1676)

(k) Section 21.4263—Flight training; 38 U.S.C. chapter 34. (38 U.S.C. 1641, 1677)

(l) Section 21.4265 (except paragraph (g) of this section)—Practical training approved as institutional training. (38 U.S.C. 1641, 1772)

(m) Section 21.4266—Courses offered at subsidiary branches or extensions. (38 U.S.C. 1641, 1772, 1789(c))

Assessment and Pursuit of Course

§ 21.5270 Assessment and pursuit of course.

In the administration of benefits payable under chapter 32, title 38, United States Code, the Veterans Administration shall apply the following sections in the same manner as they are applied for the administration of chapters 34 and 36.

(a) Section 21.4270 (except those portions of the section and footnotes dealing with cooperative, farm cooperative, apprentice and other on-job training)—Measurement of courses. For the purpose of benefits payable under chapter 32 that training identified in § 21.4270 as less than one-half and more than one-quarter time will be treated as one-quarter time training. (38 U.S.C. 1641, 1788)

(b) Section 21.4271—Trade or Technical; high schools. (38 U.S.C. 1641, 1788)

(c) Section 21.4272 (except paragraph (f)(2) of this section)—Collegiate undergraduate; credit-hours basis. (38 U.S.C. 1641, 1788)

(d) Section 21.4273—Collegiate graduate. (38 U.S.C. 1641, 1788)

(e) Section 21.4274—Law courses. (38 U.S.C. 1641, 1788)

(f) Section 21.4275—Practical training courses; measurement. (38 U.S.C. 1641, 1788)

(g) Section 21.4277—Discontinuance; unsatisfactory progress and conduct. (38 U.S.C. 1641, 1674)

(h) Section 21.4278—Reentrance after discontinuance. (38 U.S.C. 1641, 1674)

(i) Section 21.4279—Combination correspondence; residence program. (38 U.S.C. 1641, 1788)

(j) Section 21.4280—Independent study leading to a standard college degree. (38 U.S.C. 1641, 1673)

Nondiscrimination in Vocational Rehabilitation and Educational Programs—Title VI, Civil Rights Act of 1964

§ 21.5300 Civil rights.

In administering benefits payable under chapter 32, title 38, United States Code, the Veterans Administration shall apply the following sections in the same manner as they are applied for the administration of chapters 34 and 36:

(a) Section 21.4300—Civil rights assurances; Title VI, Public Law 88-352.

(b) Section 21.4301—Institutions of higher learning; elementary and secondary schools; medical institutions.

(c) Section 21.4302—Proprietary vocational schools and training establishments.

(d) Section 21.4303—State approving agencies.

(e) Section 21.4304—Assurance of compliance received—institutions of higher learing; elementary and secondary schools; medical facilities.

(f) Section 21.4305—Noncompliance; complaints; initial action.

(g) Section 21.4306—Payments after final agency action.

(h) Section 21.4307—Posttermination compliance. (38 U.S.C. 1641)

Education Loans

§ 21.5500 Education loans.

In administering benefits payable under chapter 32, title 38, United States Code, the Veterans Administration shall apply the following sections in the same manner as they are applied for the administration of chapters 34 and 36:

(a) Section 21.4500—Definitions. (38 U.S.C. 1631, 1798)

(b) Section 21.4501—Eligibility (the individual must, in lieu of the requirements for eligibility stated in paragraph (b)(2) of this section, be a participant in receipt of educational assistance benefits under chapter 32). (38 U.S.C. 1631, 1798)

(c) Section 21.4502—Applications. (38 U.S.C. 1631, 1798)

(d) Section 21.4503—Determination of loan amount (except that, notwithstanding paragraph (b)(2) of this section, the maximum to be loaned will be obtained by multiplying the number of months of chapter 32 entitlement remaining times the monthly rate determined in accordance with § 21.5138, or $2,500 per year whichever is the lesser). (38 U.S.C. 1631, 1798)

[FR Doc. 79-39753 Filed 12-31-79; 8:45 am]
BILLING CODE 8320-01-M

NATIONAL SCIENCE FOUNDATION

45 CFR Part 640

National Environmental Policy Act Regulations

AGENCY: National Science Foundation (NSF).

ACTION: Final Regulations.

SUMMARY: These regulations are intended to supplement the regulations of the Council on Environmental Quality (CEQ) at 40 CFR Parts 1500–1508 by establishing responsibilities and other supplemental procedures in conformance to the uniform procedures established by the CEQ. Types of NSF-supported activities that normally do not

require an environmental assessment or impact statement are described, as are the types of activities that normally require at least an environmental assessment. These regulations will replace current NSF regulations at 45 CFR Part 640.

EFFECTIVE DATE: January 2, 1980.

FOR FURTHER INFORMATION CONTACT: Adair Montgomery, 1800 G Street, N.W., Washington, D.C. 20550, (202) 632-7360.

SUPPLEMENTARY INFORMATION: The regulations are generally procedural in nature; however, they implement 40 CFR 1507.3(b)(2), which requires that agencies establish criteria for and identify typical classes of actions that may or may not require environmental assessments or environmental impact statements. At 45 CFR 640.3, such classes are described. The regulations provide that most research projects supported by NSF do not require an assessment since the likely environmental impact of the results of the research is highly speculative, and the NSF is prohibited from supporting developmental work, except quite limited in science education [NSF Act, Sec. 3(a)4]. The regulations require at least an assessment of those projects, other than curriculum development, that are part of an overall plan to promote commercialization. [See SIPI v. AEC, 481 F. 2d 1079 (D.C. Cir., 1973)]. Section 640.3 describes classes of research that involve research methods (as opposed to possible research results) that require at least an environmental assessment.

Several comments received during the public comment period on the proposed regulations expressed concern that review of research proposals for environmental impact would severely inhibit the pace of the scientific review process. It should be noted that to minimize delay in the review process, a draft assessment is sufficient to accompany the proposal, provided final approval is withheld pending a Finding of No Significant Impact [Section 640.4(e)] or completion of an Environmental Impact Statement (Section 640.5).

Other comments were related to technical inadequacies for complying with the CEQ regulations; in response to these comments, Sections 640.4(e) and 640.5(d) regarding preparation of a Finding of No Significant Impact (FNSI) and a public record of decision, respectively, have been added. Portions of the regulations referring to the role of the grant or contract applicant in the EIA/EIS process have been classified in response to comments received.

These regulations do not address the applicability of NEPA to environmental effects in foreign countries or in the global commons. National Science Foundation regulations implementing Executive Order 12114 of January 4, 1979, regarding Environmental Effects Abroad of Major Federal Actions will be issued separately as a supplement to the regulations set forth here.

Accordingly, Part 640 of Title 45 of the Code of Federal Regulations is amended to read as follows:

PART 640—COMPLIANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT

Sec.

640.1 Purpose.
640.2 Committee on environmental matters.
640.3 Actions requiring an environmental assessment, and categorical exclusions.
640.4 Responsibilities and procedures for preparation of an environmental assessment.
640.5 Responsibilities and procedures for preparation of an environmental impact statement.

Authority: NEPA; the Environmental Quality Improvement Act of 1970, as amended (42 U.S.C. 4371 et seq.); Section 309 of the Clean Air Act, as amended (42 U.S.C. 7609); Executive Order 11514, "Protection and Enhancement of Environmental Quality" (March 5, 1970, as amended by Executive Order 11991, May 24, 1977); and CEQ regulations at 40 CFR Part 1500-1508.

§ 640.1 Purpose.

The purpose of this regulation is to adopt NSF procedures to supplement regulations at 40 CFR Parts 1500-1508 (hereafter referred to as "CEQ regulations").

§ 640.2 Committee on environmental matters.

(a) There is established an NSF Committee on Environmental Matters (hereafter referred to as the Committee) to consist of one representative from each directorate, the Office of General Counsel, the Office of Government and Public Programs, and the Office of Planning and Resources Management. The Assistant Director for Astronomical, Atmospheric, Earth, and Ocean Sciences, or his or her designee, shall serve as Chairman. At the discretion of the Chairman and with the concurrence of the Committee, additional members may be appointed.

(b) All incoming correspondence from CEQ and other agencies concerning matters related to NEPA, including draft and final environmental impact statements, shall be brought to the attention of the Chairman. The Chairman will prepare or, at his or her discretion, coordinate replies to such correspondence.

(c) The Committee shall meet regularly to discuss NSF policies and practices regarding NEPA, and make recommendations on the need for or adequacy of environmental impact assessments or statements.

(d) With respect to actions of NSF, the Committee will:

(1) Maintain a list of actions for which environmental impact statements are being prepared.

(2) Revise this list at regular intervals, based on input from the directorates, and send revisions to CEQ.

(3) Make the list available for public inspection on request.

(4) Maintain a list of environmental impact assessments.

(5) Maintain a file of draft and final environmental impact statements.

(e) The Committee and/or the Chairman will perform such additional functions as are set forth elsewhere in this Part and in other NSF issuances.

§ 640.3 Actions requiring an environmental assessment and categorical exclusions.

(a) The types of actions to be classified as "major Federal actions" subject to NEPA procedures are discussed generally in the CEQ regulations. Paragraph (b) of Section 640.3 describes various classes of NSF actions that normally require the preparation of an environmental assessment or an EIS, and those classes that are categorically excluded. (Categorical exclusion is defined at 40 CFR 1508.4.) The word "normally" is stressed; there may be individual cases in which specific factors require contrary action. NSF directorates and offices are responsible for identifying situations in which an environmental assessment or an EIS should be prepared even if not normally required by paragraph (b).

(b) Most NSF awards support individual scientific research projects and are not "major Federal actions significantly affecting the quality of the human environment" except in the sense that the long term effect of the accumulation of human knowledge is likely to affect the quality of the human environment. However, such long term effects are basically speculative and unknowable in advance; thus they normally do not provide a sufficient basis for classifying research as subject to NEPA (See 40 CFR 1508.8) and are categorically excluded from an environmental assessment.

Nevertheless, in some cases the actual procedures used in carrying out the research may have potential environmental effects, particularly where the project requires construction

of facilities or major disturbance of the local environment brought about by blasting, drilling, excavating, or other means. Accordingly, except as provided in paragraph (c) of this section, the following types of activities require at least an environmental assessment:

(1) Cases where developmental efforts are supported, if the project supports the transition of a particular technology from the development stage to large-scale commercial utilization.

(2) Any project supporting construction, other than interior remodelling.

(3) Cases where field work affecting the natural environment will be conducted.

(4) Any project that will involve drilling of the earth, excavation, explosives, weather modification, or other techniques that may alter a local environment.

(5) Any project that provides for the testing and release of biological-control agents for purposes of ecosystem manipulation and assessment of short- and long-term effects of major ecosystem perturbation.

(c) Directorates having divisions or programs with a substantial number of projects that fall within categories (3), (4), and (5) in (b) above, are authorized to issue supplemental guidelines to Division Directors and Program Officers establishing subcategories of research methodologies or techniques for which environmental assessments need not be prepared. For example, if a program regularly supports research that involves noninvasive techniques or nonharmful invasive techniques (such as taking water or soil samples, or collecting non-protected species of flora and fauna) the directorate may determine that field projects otherwise coming under (b)(3) which involve only the use of such techniques do not require an environmental assessment. However, any such guidelines must be submitted to the Chairman for approval.

(d) In some cases within the categories listed in paragraph (b), it will be evident at the outset or after the assessment process is begun that an EIS should be prepared. In such cases an assessment need not be completed, but the process of preparing an EIS (See § 640.5, below) should be started.

§ 640.4 Responsibilities and procedures for preparation of an environmental assessment.

(a) Program Officers, as the first point of decision in the review process, shall determine into which category incoming proposals fall, according to the criteria set forth in § 640.3 of this Part. Nothwithstanding this responsibility of the Program Officer, the appropriate Division Director, Assistant Director, and other reviewing policy officials must assure that adequate analysis is being made.

(b) Where appropriate, programs, divisions, or directorates will advise prospective applicants in program announcements, requests for proposals, and other NSF-prepared brochures of the requirement to furnish information regarding any environmental impact that the applicant's proposed study may have.

(c) Should an environmental assessment be required, the directorate supporting the activity shall be responsible for its preparation. The grant or contract applicant may be asked to submit additional information in order that a reasonable and accurate assessment may be made. Though no specific format for an environmental assessment is prescribed, it shall be a separate document suitable for public review and shall serve the purpose described in 40 CFR 1508.9, which is quoted in full as follows:

§ 1503.9 Environmental Assessment.

"Environmental Assessment":

(a) Means a concise public document for which a Federal agency is responsible that serves to:

(1) Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact.

(2) Aid an agency's compliance with the Act when no environmental impact statement is necessary.

(3) Facilitate preparation of a statement when one is necessary.

(b) Shall include brief discussions of the need for the proposal, of alternatives as required by Section 102(2)(E), of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted.

(d) A copy of the assessment or drafts shall accompany the appropriate proposal throughout the NSF internal review and approval process. At the option of the directorate preparing the assessment, a draft may be submitted to the Committee for its review and comments. Prior to an award decision, one copy of all completed assessments shall be sent to the Chairman for review and updating of the Committee listing of assessments.

(e) If, on the basis of an environmental assessment, it is determined that an EIS is not required, a Finding of No Significant Impact (FNSI) as described in 40 CFR 1508.13 will be prepared. The FNSI shall include the environmental assessment or a summary of it and be available to the public from the Committee. If the proposed action is one that normally requires an EIS, is closely similar to an action normally requiring an EIS, or is without precedent, the FNSI shall be made available for a 30 day public review period before any action is taken.

§ 640.5 Responsibilities and procedures for preparation of an environmental impact statement.

(a) If initially or after an environmental assessment has been completed, it is determined that an environmental impact statement should be prepared, it and other related documentation will be prepared by the directorate responsible for the action in accordance with Section 102(2)(c) of the Act, this Part, and the CEQ regulations. The responsible directorate will be in close communication with the grant or contract applicant and may have to rely extensively on his or her input in preparing the EIS. However, once a document is prepared it shall be submitted to the Chairman who, after such review by the Committee as is deemed necessary by the Chairman, shall transmit the document as required by CEQ regulations and this Part. If the Chairman considers a document unsatisfactory, he or she shall return it to the responsible directorate for revision prior to an award decision.

Specifically, the following steps, as discussed in the CEQ regulations, will be followed in preparing an EIS:

(1) A notice of intent to prepare a draft EIS will be published as described in 40 CFR 1501.7.

(2) Scoping, as described in 40 CFR 1501.7, will be conducted.

(3) The format and contents of the draft and final EIS shall be as discussed in 40 CFR Part 1502.

(4) Comments on the draft EIS shall be invited as set forth in 40 CFR 1503.1. The minimum period to be afforded for comments on a draft EIS shall be 45 days, unless a lesser period is necessary to comply with other specific statutory requirements or in case of emergency circumstances, as described in 40 CFR 1506.11.

(5) The requirements of 40 CFR 1506.9 for filing of documents with the Environmental Protection Agency shall be followed.

(6) The responsible directorate shall examine carefully the basis on which supportive studies have been conducted to assure that such studies are objective and comprehensive in scope and in depth.

(7) The Act requires that the decisionmaking involved "utilize a systematic, interdisciplinary approach that will insure the integrated use of the

natural and social sciences and the environmental design arts." If such disciplines are not present on the NSF staff, appropriate use should be made of personnel of Federal, State, and local agencies, universities, non-profit organizations, or private industry.

(8) A copy of the draft EIS or the final EIS (or a summary, if the size of the EIS does not make this practical) shall be included in and accompany the appropriate proposal throughout the NSF internal review and approval process.

(b)(1) 40 CFR 1506.1 describes the types of actions that should not be taken during the NEPA process. Such actions shall be avoided by NSF personnel during the process of preparation of an EIS and for a period of thirty days after the final EIS is filed with EPA, unless such actions are necessary to comply with other specific statutory requirements.

(2) 40 CFR 1506.10 also places certain limitations on the timing of agency decisions on taking "major Federal actions". In some cases the actual "decision point" may be more clear-cut than others. If the "action" that necessitated the preparation of an EIS is one that would be carried out under grant, contract, or cooperative agreement, then the award shall not be made before the times set forth in 40 CFR 1506.10, unless such action is necessary to comply with other specific statutory requirements, or as exceptions are needed as provided in 40 CFR 1506.10, 1506.11, or 1507.3. However, an award for preliminary planning proposals may be made before such times if it is so structured as to require further NSF approvals for funding the actual actions that might adversely affect the quality of the human environment. In such cases, the subsequent approvals for funding these actions will be considered the "decision". This is consistent with the requirement that environmental considerations undergo concurrent review with all other project planning considerations.

(c) In appropriate cases, if the action involves other agencies, the Chairman may agree to designate another agency as "lead agency" and to cooperate as discussed in 40 CFR 1501.5 and 1501.6. In such cases, the Chairman has authority to alter the procedures described in (a) to the extent they are inconsistent with functions assigned to NSF under the "cooperating agency" arrangements.

(d) A public record of decision stating what the decision was; identifying alternatives that were considered, including the environmentally preferable one(s); discussing any national policy considerations that entered into the decision; and summarizing a monitoring and enforcement program if applicable for mitigation, will be prepared. This record of decision will be prepared at the time the decision is made, or if appropriate, when the agency makes its recommendation for action to Congress. (See 40 CFR 1505.2.)

Dated: December 5, 1979.

Approved:

Richard C. Atkinson,

Director.

[FR Doc. 79-39942 Filed 12-31-79; 8:45 am]

BILLING CODE 7555-01-M

INTERSTATE COMMERCE COMMISSION

49 CFR Part 1033

[Service Order No. 1324-A]

Chicago, Rock Island & Pacific Railroad Co. Authorized To Operate Over Tracks of Burlington Northern Inc.

AGENCY: Interstate Commerce Commission.

ACTION: Service Order No. 1324-A.

SUMMARY: Authorizes the Chicago, Rock Island and Pacific Railroad Company (RI) to operate over tracks of Burlington Northern Inc., between Burlington and Keokuk, Iowa. Since the order is not being used, no emergency exists and the order is vacated.

EFFECTIVE: 11:59 p.m., December 21, 1979.

FOR FURTHER INFORMATION CONTACT:

J. Kenneth Carter, (202) 275-7840.

Decided: December 19, 1979.

Upon further consideration of Service Order No. 1324 (43 FR 19395, 45865 and 44 FR 19203), and good cause appearing therefor:

It is ordered,

§ 1033.1324 Chicago, Rock Island & Pacific Railroad Co. authorized to operate over tracks of Burlington Northern, Inc.

Service Order No. 1324 is vacated, effective 11:59 p.m., December 21, 1979.

(49 U.S.C. (10304-10305 and 11121-11126))

A copy of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association. Notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Robert S. Turkington and John R. Michael.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 79-39693 Filed 12-31-79; 8:45 am]

BILLING CODE 7035-01-M

49 CFR Part 1033

[Service Order No. 1337-A]

Western Maryland Railway Co. Authorized To Operate Over Tracks of the Baltimore & Ohio Railroad Co.

AGENCY: Interstate Commerce Commission.

ACTION: Service Order No. 1337-A.

SUMMARY: Service Order No. 1337-A vacates Service Order No. 1337, which authorizes Western Maryland Railway Company (WM) to operate over tracks of the Baltimore and Ohio Railroad Company (B&O) between Sparrows Point and Westport, Maryland, within the Baltimore, Maryland Terminal area.

By Commission order 10/26/79, the WM was granted permanent authority to operate over tracks of the B&O. Since an emergency no longer exists, Service Order No. 1337 is vacated.

EFFECTIVE: 11:59 p.m., December 21, 1979.

FOR FURTHER INFORMATION CONTACT:

J. Kenneth Carter (202) 275-7840.

Decided: December 19, 1979.

Upon further consideration of Service Order No. 1337 (43 FR 41403 and 44 FR 6730, 32384) and good cause appearing therefor:

It is ordered,

§ 1033.1337 Western Maryland Railway Co. authorized to operate over tracks of the Baltimore & Ohio Railroad Co.

Service Order No. 1337 is vacated effective 11:59 p.m., December 21, 1979.

(49 U.S.C. (10304-10305 and 11121-11126))

This order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association. Notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission, at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Robert S. Turkington and John R. Michael.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 79-39392 Filed 12-31-79; 8:45 am]

BILLING CODE 7035-01-M

---

49 CFR Part 1033

[Service Order No. 1313-A]

Railroads Authorized to Forward Portions of Certain Multiple-Car Shipments Transporting Less Than Minimum Quantities Specified by Tariffs

AGENCY: Interstate Commerce Commission.

ACTION: Service Order No. 1313-A.

SUMMARY: Authorizes railroads to transport unit-grain-trains of less than number of cars required by tariffs. This order refers to shipments of fewer than (25) cars. In order to better test the need for tariff exceptions of this nature, Service Order No. 1313 is vacated and subsequent orders will be on the basis of individual requests.

EFFECTIVE: 11:59 p.m., December 31, 1979.

FOR FURTHER INFORMATION CONTACT: J. Kenneth Carter, (202) 275-7840.

Decided: December 21, 1979.

Upon further consideration of Service Order No. 1313 (43 FR 21893, 29126, 56674 and 44 FR 26087), and good cause appearing therefor:

It is ordered,

§ 1033.1313 Railroads authorized to forward portions of certain multiple-car shipments transporting less than minimum quantities specified by tariffs.

Revised Service Order No. 1313 is vacated effective 11:59 p.m., December 31, 1979. this is without prejudice to any party petitioning for specific relief.

(49 U.S.C. (10304-10305 and 11121-11126))

A copy of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement and upon the American Short Line Railroad Association. Notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Robert S. Turkington and John R. Michael. Robert S. Turkington not participating.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 79-39394 Filed 12-31-79; 8:45 am]

BILLING CODE 7035-01-M

---

49 CFR Part 1033

[Service Order No. 1312-A]

Railroads Authorized To Transport Unit-Grain-Trains of Less Than Number of Cars Required by Tariffs

AGENCY: Interstate Commerce Commission.

ACTION: Service Order No. 1312-A.

SUMMARY: Authorizes railroads to transport unit-grain-trains of less than number of cars required by tariffs. This order refers to shipments of (25) cars and over. In order to better test the need for tariff exceptions of this nature, Service Order No. 1312 is being vacated and each subsequent order will be on the basis of an individual request.

EFFECTIVE: 11:59 p.m., December 31, 1979.

FOR FURTHER INFORMATION CONTACT: J. Kenneth Carter, (202) 275-7840.

Decided: December 21, 1979.

Upon further consideration of Revised Service Order No. 1312 (44 FR 10709 and 36183), and good cause appearing therefor:

It is ordered, That § 1033.1312 Revised S.O. 1312 *Railroads authorized to transport unit-grain-trains of less than number of cars required by tariffs,* is vacated effective 11:59 p.m., December 31, 1979. This is without prejudice to any party petitioning for specific relief.

(49 U.S.C. (10304-10305 and 11121-11126))

This order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association. Notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission, at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Robert S. Turkington and John R. Michael. Robert S. Turkington not participating.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 79-39395 Filed 12-31-79; 8:45 am]

BILLING CODE 7035-01-M

---

49 CFR Part 1127

[Ex Parte No. 293 (Sub-8)]

Standards for Determining Commuter Rail Service Continuation Subsidies

AGENCY: Rail Services Planning Office, Interstate Commerce Commission.

ACTION: Final rules.

SUMMARY: On June 26, 1979 (44 FR 39560, July 6, 1979) the Rail Services Planning Office (RSPO) issued proposed amendments to the Standards for Determining Commuter Rail Service Continuation Subsidies (Standards). The proposed amendments reflected a change in the cost responsibilities occasioned by RSPO's ruling in Interpretation No. 9 that the owner of a rail property is presumed to be the dominant user and should bear the base costs of the property. RSPO requested comments on the proposed amendments and, after an evaluation of the comments received, has made several technical modifications in the proposed regulations. Additionally, RSPO has revised its position on the responsibility of the parties for personal injury and property damage and has, on December 21, 1979, issued a separate report and proposed amendment on this issue.

EFFECTIVE DATE: These amendments are effective retroactive to August 15, 1978.

FOR FURTHER INFORMATION CONTACT: Stephen M. Grimm, (202) 275-0838.

SUPPLEMENTARY INFORMATION: On June 26, 1979, RSPO issued proposed amendments to the Standards and requested interested parties to comment on the proposed changes. The proposed amendments are the direct result of RSPO's ruling in Interpretation No. 9, issued August 15, 1978, that the owner of a rail property is presumed to be the dominant user and should bear the base costs of that property. In Interpretation No. 9, RSPO found that a rulemaking proceeding would be required to develop the specific amendments necessary to implement the conceptual decision made in the interpretation. RSPO issued a notice of proposed rulemaking on October 19, 1978 and, after evaluating the comments and proposals received, developed the June 26 proposed amendments.

RSPO has reviewed the comments received on the proposed amendments and has incorporated a number of technical changes suggested by the parties into the final amendments. RSPO has not made any significant modification in the definition or application of base costs or the Speed Factored Gross Tons Formula. The issue of the responsibility of the parties for

personal injuries and property damage is treated in a separate report issued December 21, 1979. The following paragraphs offer a further discussion of the comments received.

Management Control

In the report accompanying the proposed amendments, RSPO noted that the conceptual issues of "management control" and "dominant use" had been resolved in Interpretation No. 9 and, as such, were beyond the scope of this rulemaking. However, in the interest of clarity, RSPO believes that some additional discussion is warranted.

The Southeastern Pennsylvania Transportation Authority (SEPTA) continues to aver that the owner of a rail property should bear the fixed costs only when the owner can exert "management control." SEPTA insists that the Standards should include a "safety valve" provision. This provision would relieve a commuter authority of the responsibility for the fixed costs ". . . Where a commuter authority is prevented by factors beyond its control, from enjoying any substantial portion of the benefits of ownership through control." SEPTA believes that, at a minimum, a commuter authority should be permitted to argue to Conrail and RSPO that a rail property is not under its "management control." SEPTA does suggest that the commuter authority be required to prove its contention.

RSPO remains unswayed by SEPTA's presentation. However, without attempting to reargue Interpretation No. 9, RSPO would offer several comments on SEPTA's rationale. First, neither the Regional Rail Reorganization Act of 1973, as amended (3R Act), nor the Final System Plan (FSP) discuss "management control" as a term or concept that is related to the cost sharing principles. Second, as RSPO has noted previously, the term "management control" may be construed in a number of ways and furthermore, SEPTA has not described the conditions or elements that it believes constitute "management control."

RSPO believes that SEPTA may be using "management control" as a synonym for "the ability to configure the facilities to meet its service needs." If this is true, then RSPO suggests that SEPTA inform us of any situation in which Conrail has prevented SEPTA from altering or modifying SEPTA owned property. In any event, RSPO does not believe that "management control" is a term that is necessary for the Standards to be consistent with either the FSP principles or the mandate of the 3R Act.

Base Costs

SEPTA commented on RSPO's discussion of the elements that are includable as components of the base costs. First, SEPTA stated that the inclusion of any general overhead expenses must be on an "actual" basis as defined in the Standards and that Conrail should not be permitted to unilaterally include any general overhead personnel or facilities in the Facilities Utilization Plan (FUP) or the Manpower Utilization Plan (MUP). Second, SEPTA indicated that the apportionment of fixed common costs without the agreement of the parties involved, would be an "unwarranted and unsound extension" of Interpretation No. 9.

In response to SEPTA's first comment, RSPO affirms that the Standards will not provide for the apportionment of general overhead expenses. These expenses must be accrued only on an actual basis, as that term is defined in the Standards. However, RSPO also affirms that the parties may agree to deviate from the Standards. As such, the parties may agree to include, exclude or apportion general overhead facilities or personnel.

As to SEPTA's second comment, RSPO believes that SEPTA has misread RSPO's statement regarding the apportionment of a fixed cost. RSPO did not intend to convey the impression that any fixed cost could be apportioned or shared without the express consent of both parties. RSPO did suggest, as a practical solution to a hypothetical problem, that dominant users agree to share a fixed cost that is common to two or more of them. RSPO's intent was to avoid the construction of duplicate facilities and the employment of duplicate personnel. Such duplication could occur if the parties did not agree to share such a common fixed expense and instead maintained separate facilities or personnel.

RSPO has continuously stated that the regulations are to serve as a guide or a "fail safe" mechanism which cannot be substituted for the continuing cooperation among the parties. RSPO believes that good faith, arms length negotiations are infinitely preferable to the imposition of an inflexible regulation that would arbitrarily require or unintentionally encourage the parties to maintain expensive duplicate facilities or personnel.

Specific Changes to the Standards

The commentors suggested relatively few specific changes to the proposed amendments aside from those discussed above. However, the parties did suggest potentially significant changes to the return on value, facilities and manpower utilization plans, and the Speed Factored Gross Tons Formula. These suggestions are discussed below.

Return on Value

Conrail indicated that the value of the properties should be determined in a consistent manner regardless of whether the commuter service is the dominant or minority user. Conrail suggested that in § 1127.8(c), the value of the rail property assigned to the minority user should be reduced by the cost of modifying the property to permit the continuation of service, absent the minority user.

RSPO believes that Conrail is correct in suggesting that the value of the rail properties should be determined in a consistent manner. Consequently, a sentence has been added to § 1127.8(c) to indicate that modification costs are to be deducted from the value of the property assigned to the minority user(s).

Facilities and Manpower Utilization Plans

SEPTA suggested that RSPO revise the requirements for the facilities and manpower utilization plans. SEPTA believes that RSPO must mandate that these plans be directly linked to the designated area and describe all the facilities and personnel in the designated area. SEPTA states that the expansion of the MUP and FUP to include all facilities and personnel is necessary since a requirement "[t]o provide only a part of the relevant data withholds information important for planning purposes and cost control."

In the March 19, 1979, Comprehensive Report on Revisions to the Commuter Standards, RSPO discussed the parties perception of the relationship between the facilities and manpower utilization plans and the designated area. RSPO indicated that the views of the New Jersey Department of Transportation (NJDOT) were essentially correct. RSPO recapitulated the views of the NJDOT as follows:

> NJDOT says that designated area is a means of limiting the universe of common costs which are to be allocated to commuter service under the facility utilization plan. A facility utilization plan, according to NJDOT, will cover a number of designated areas. Conrail's problem concerns those support functions that lie geographically outside the commuter service area and, in the case of NJDOT, relate primarily to maintenance of rolling stock. NJDOT asserts that these items, in the case of significant users, should be included in the facility utilization plan. This would provide a mechanism for isolating directly identifiable costs. (In the case of insignificant users, the subsidizer would pay

only the directly identifiable costs plus an allowance for overhead.) NJDOT's position is that the assignment of costs related to common activities should be related to as small an area as possible. In cases where an activity extends beyond a given "designated area," the base for allocating the long term variable portion of common costs should include all activities and functions under the supervision or span of control of the activity in question.

RSPO believes that the March 19, 1979 report establishes a definitive relationship between the designated area and the MUP and FUP. However, to reassure the parties of the interdependence between the designated area and the plans, RSPO has added the phrase "for each designated area" to the first sentence of § 1127.7(a). However, RSPO has not adopted SEPTA's suggestion that the amendments to the Standards mandate that all facilities and personnel in the designated area be included in the MUP and the FUP. RSPO would note that, where a commuter authority is the dominant user, the MUP and FUP should provide the information requested by SEPTA. However, where the commuter authority is a minority user, RSPO is not convinced that the additional cost to the railroad for including this information is warranted. RSPO believes that the good faith negotiation between the parties, in addition to the commuter authorities' mandated access to all necessary information, should provide sufficient data for planning purposes and cost control.

Speed Factored Gross Tons Formula

Conrail and NJDOT both recommend that RSPO incorporate definitions for "main line" and "branch line" into the Speed Factored Gross Tons Formula. Conrail suggested that RSPO adopt a figure of 5-million gross ton-miles per year of all traffic as a point of demarcation between main and branch lines. NJDOT suggested that 5-million gross ton-miles of freight traffic would be an appropriate division point.

RSPO has considered establishing definitions for main and branch lines on previous occassions. In a letter to L. E. Peabody and Associates, consultant for NJDOT, dated October 7, 1977, the Director of RSPO indicated that the identification of main and branch lines would be based on the track classification system developed by the Federal Railroad Administration (FRA) of the U.S. Department of Transportation (DOT). The FRA determined that branch lines are those that carry less than 5-million gross tons of freight traffic per route mile per year. Main lines are those that carry higher volumes of freight traffic. In the report which established the classification system, the DOT states that after due consideration "... the Department determines that the standards for classifying the rail system ... should not in any way reflect a consideration of rail passenger services...." DOT noted that "[a]ttempts by the Department to develop a satisfactory level-of-usage measure combining both passenger and freight traffic proved unsatisfactory...."

Although the DOT was primarily concerned with intercity passenger service, RSPO believes that its comments on the difficulty of classifying lines on a joint use basis are applicable to commuter service as well. Therefore, RSPO is not convinced that a single level-of-usage measure should be mandated. RSPO continues to believe that negotiations between the parties remains the most practical way to determine the categorization of the specific rail lines in question.

This is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969.

This rule is published under the authority of 49 U.S.C. 10362.

Issued: December 21, 1979 by Alexander Lyall Morton, Director, Rail Services Planning Office.

By the Commission.

Agatha L. Mergenovich,

Secretary.

PART 1127, CHAPTER X, SUBCHAPTER B, TITLE 49, CODE OF FEDERAL REGULATIONS

§ 1127.1 [Amended]

1. Section 1127.1: these definitions are revised to read as follows:

"Actual" means charges for rail facilities, properties and services which are directly identified with commuter service excluding those costs which are apportioned under section 1127.7 (f). Such charges shall be included in the proper account whether incurred by the subsidizer or the railroad.

"Common Costs" means charges for rail facilities, properties and services in the designated area which are not solely for the benefit of a particular user. Such charges shall be included in the proper account.

"Designated area" means a portion of the rail facilities such as track segments, buildings and yards, for which costs are collected and apportioned between commuter and other services. A designated area may extend beyond or outside the commuter service area.

"Manpower Utilization Plan" means a document identifying the labor forces used in providing commuter passenger service.

2. Section 1127.1: add the following:

"Base costs" means all costs that are specifically related to a rail property and/or facility, except those costs which could be avoided if the minority user(s) service(s) were not present.

"Dominant user" means the person, railroad, State, or local or regional transportation authority who is the owner of a rail property and/or facility.

"Minority user" means a user other than the dominant user of a rail property and/or facility on an incremental (use) basis.

§ 1127.3 [Amended]

3. Section 1127.3 (d)(2) is revised to read as follows:

(2) *Significant Use.* Unless the parties agree otherwise, the subsidizer shall be deemed a significant user of the rail properties in the areas designated on the facilities utilization plan, and shall be assigned the directly identifiable and common costs, including base costs as applicable, of providing the commuter passenger service.

4. Section 1127.3(d)(3) is revised to read as follows:

(3) *Insignificant Use.* A minority user, who is proposing incidential use of rail properties in the designated area, may be assigned the directly identifiable costs incurred in providing the service, plus an allowance for overhead as negotiated by the parties. If the parties are unable to agree on an overhead allowance, the methodology for apportioning common costs specified in section 1127.7 shall apply.

§ 1127.5 [Amended]

5. The first paragraph of Section 1127.5(a) is amended to read as follows:

(a) The subsidizer, RSPO, Conrail and the Secretary of Transportation shall have reasonable access to the records, accounts, working papers, and other documents and to the properties and equipment of any railroad or subsidizer which provides commuter passenger service or whose properties and equipment are used in providing commuter passenger service for the following purposes: * * *

6. Section 1127.5(b) is amended to read as follows:

(b) The properties and records described in paragraph (a) shall be made available for inspection and examination by the subsidizer, RSPO, Conrail or the Secretary of Transportation during regular business hours at a time and place mutually agreeable to the parties. The railroad or the subsidizer shall also reproduce such

records, providing the requesting party pays the reasonable cost thereof.

§ 1127.7 [Amended]

7. Section 1127.7(a) is revised to read as follows:

(a) *Assignment of costs.* To the maximum extent practicable, the directly identifiable and common costs for each designated area shall be developed from a facilities utilization plan and a manpower utilization plan. The base costs shall be assigned to the dominant user. The facilities and manpower utilization plans, developed on the basis of dominant and minority user(s), are to be completed with the assistance of available and appropriate cost and accounting records such as time sheets, material requisitions, charge cards, vouchers, and the like. [All accounts shall be separated between labor and material (non-labor) charges.] Otherwise, costs may be assigned to the minority service in a manner agreed to by the parties. The parties may rely on historical data; conduct special studies; develop their own apportionment formulae based on use; or agree on a combination of these methods. Upon request of either party, RSPO will mediate disputes concerning the proper methodology for assigning costs. Any costs which are not assigned under the foregoing procedure shall be assigned in accordance with the methodology prescribed in subsection (e) and (f) below, subject to the condition that either party may request a special study. The requesting party will be responsible for designing the study and obtaining the other party's approval of the design. The results of the study will be binding on both parties unless they mutually agree to disregard the results. Where commuter service is not the dominant user the avoidable costs common to two or more commuter services shall be apportioned between them on the basis of car-miles operated under the respective offers of financial assistance or subsidy agreements. In assigning costs to the minority user(s) it is understood that the amounts charged to a particular function shall include both the directly attributable expenses and the minority user's portion of the common expenses for that function. Also, the assignment of common costs associated with some supervision of overhead functions that relate to both dominant user and minority user(s) activities requires the inclusion of the applicable dominant user account in the apportionment base.

8. Section 1127.7(b) is revised to read as follows:

(b) *Facilities Utilization Plan.* The parties shall develop a facilities utilization plan which shall identify the dominant and minority user(s). The facilities utilization plan shall identify and itemize the road and equipment properties used by the minority user(s) and assign to each property or group of properties the agreed percentage of use devoted to the minority user(s). In the event that there is only one service being operated, the facilities utilization plan shall identify only those properties used and useful to that service. The plan shall identify those road properties which are avoidable upon discontinuance of the minority user(s) service for the purposes of determining road depreciation, retirement and dismantling charges [section 1127.7 (e)–(f)] and value of road properties [section 1127.8 (b) and (c)]. The roadway properties and facilities should be divided into areas or segments consisting of stretches of property where operations or use remain fairly constant and pinpointing those places where the operations or use change (e.g., number of tracks change, diverging or entering branch lines and other similar changes). Properties and equipment normally covered in a facilities utilization plan include: trackage; signal system; electrification system; interlocking plants; bridges and drawbridges; stations and platforms; rail-highway crossings; yards; power plants; shops; enginehouses and servicing facilities; storehouses; land; rolling stock; and other facilities or equipment. Source data normally include equipment rosters, track diagrams or maps of the properties in the above categories, and usage measures for each class of facility and equipment by specific facility or segment (e.g., track density charts, trains sheets, timetables, blocking records, yarding programs, station workloads, etc.) to determine the percentage of use of facilities or equipment in providing the minority service(s).

9. Section 1127.7(c) is revised to read as follows:

(c) *Manpower Utilization Plan.* The parties shall also develop a manpower utilization plan separated between designated areas in which the commuter authority is the dominant user and designated areas in which the commuter authority is the minority user. Where the commuter service is the dominant user, the plan shall identify the labor forces used in providing both the commuter service and any minority service(s). The plan shall list all persons employed according to job title, work location, account and percentage of time devoted to dominant and minority service(s) duties. Where the commuter service is the minority user the plan shall identify the labor forces used in providing the commuter service. The plan shall list the persons employed according to the job title, work location, account and percentage of time devoted to commuter service duties.

10. Section 1127.7(e)(1) is amended as follows:

Add the reference "See Footnote 2" to the "Basis of assignment to commuter service" listed for the following accounts:

xx–14–39
xx–17–39
xx–15–39
xx–18–39
xx–16–39
xx–19–39
62–14–00
62–17–00
62–15–00
62–18–00
xx–14–99
xx–17–99
xx–15–99
xx–18–99
xx–16–99
xx–19–99

11. Section 1127.7(e)(1) is amended as follows:

Add the reference "See Footnote 3" to the "Basis of assignment to commuter service" listed for the following accounts:

62–16–00
62–19–00

12. Section 1127.7(e)(2) is amended as follows:

Add the reference "See Footnote 3" to the "Basis of assignment to commuter service" listed for the following accounts:

xx–24–39
xx–26–39
xx–25–39
xx–27–39

13. Section 1127.7(e)(4) is amended as follows:

Add the reference "See Footnote 4" to the "Basis of assignment to commuter service" listed for the following accounts:

64–62–00
64–63–00

14. Section 1127.7(e) is amended as follows:

At the end of the section add the following footnotes:

[2] In those situations where the commuter service is the dominant user, the minority user(s) shall be assigned any charges to these accounts on an actual basis.

[3] The minority user(s) shall pay for units of shop and powerplant machinery which could be disposed of if the minority service were discontinued.

[4] On line segments which are owned by a state, local or regional transportation authority, the

minority user(s) shall be charged with those property taxes including in lieu of tax payments which would not be incurred in the absence of the minority service(s).

15. Section 1127.7(f)(1)(ii) is revised to read as follows:

(ii) *Repair and Maintenance—Running.*

For a designated area, the common costs assigned to these accounts shall be apportioned on the ratio of the commuter service Speed Factored Gross Tons (SFGT) for the designated area to the total SFGT for all traffic in the designated area. Where the commuter service is the minority user, the commuter service SFGT shall be derived by subtracting the SFGT for freight and/or intercity passenger from the total SFGT for all traffic. Where the commuter service is the dominant user, the commuter service SFGT shall be derived as if the commuter service was the only service; the SFGT shall be calculated in accordance with the formula set forth in Appendix III.

16. Section 1127.8 is revised to read as follows:

§ 1127.8 Valuation of rail properties.

The value of rail properties on which a reasonable return is allowed shall consist of:

(a) The net book value of equipment furnished by the contracting carrier for commuter service, after deduction of accrued depreciation; and

(b) The value of rail properties on which a reasonable return is allowed when the commuter service is the minority user shall consist of the net book value of those roadway and structures properties which are used in commuter service and could be disposed of if the commuter service were discontinued. The net book value shall include the net liquidation value of the properties as of April 1, 1976, determined for their highest and best use for other than rail transportation purposes, plus the value of additions and betterments completed after that date for commuter service. From this amount is subtracted any depreciation accrued from that date and all costs of modifying remaining properties so that non-commuter operations can be continued over them. It shall not include the value of properties owned by public bodies; or of properties owned by the trustees of debtor estates if such properties are entitled to a return computed under 49 CFR 1125.9;

(c) When the commuter service is the dominant user, it shall be entitled to a return on the values of properties and equipment which could be disposed of if the minority service(s) were discontinued. The value applied to each line segment shall be the acquisition price paid by the commuter authority to Conrail, plus the value of additions and betterments after acquisition for the minority service, less depreciation accrued from the time of acquisition. From this amount is subtracted all costs of modifying remaining properties so that commuter operations can be continued over them.

(d) If the book values of road or equipment property are adjusted upward or downward as a result of final orders of the special court, such adjusted values shall be reflected in future subsidy payments, but without retroactive effect.

17. Section 1127.9 is revised to read as follows:

§ 1127.9 Reasonable return on the value of the properties.

The reasonable return shall be 7.5 percent per annum on the sum of the appropriate elements of the investment base computed in accordance with section 1127.8. When the commuter authority is the owner, the 7.5 percent per annum return represents a charge to the other user(s).

Appendix III [Amended]

18. Footnote one to Appendix III is revised to read as follows:

[1] In calculating total SFGT, the value of N shall reflect the total number of tracks presently in place. Any tracks constituting present excess capacity shall be included in this value of N.

Where the commuter authority is the minority user the value of N, used in calculating SFGT for freight and/or intercity passenger service, shall reflect the total number of tracks less the number of tracks (if any) which could be eliminated if commuter service were discontinued. Any tracks constituting present excess capacity shall be included in the value of N when computing SFGT for freight and/or intercity passenger.

Where the commuter authority is the dominant user, the value of N shall reflect the total number of tracks less the number of tracks (if any) which could be eliminated if freight and/or intercity passenger service were discontinued. Any tracks constituting present excess capacity shall be included in the value of N when computing SFGT for commuter service.

[FR Doc. 79-39927 Filed 12-31-79; 8:45 am]
BILLING CODE 7035-01-M

Proposed Rules

Federal Register
Vol. 45, No. 1
Wednesday, January 2, 1980

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

COST ACCOUNTING STANDARDS BOARD

4 CFR Part 404

Capitalization of Tangible Assets

AGENCY: Cost Accounting Standards Board.

ACTION: Proposed Rule.

SUMMARY: The Cost Accounting Standards Board is proposing an amendment to Part 404. At present the Standard provides that a contractor's policy for capitalization of tangible assets designate a minimum acquisition cost criterion which does not exceed $500. The proposed amendment will change the minimum acquisition cost criterion to $1,000. The purpose of the change is to permit contractors to adopt practices appropriate in today's economy.

DATE: Written comments must be received on or before January 31, 1980.

ADDRESS: Written comments should be sent to the Cost Accounting Standards Board, 441 G Street, NW, Room 4836, Washington, DC 20548.

All written submissions made pursuant to this Notice will be made available for public inspection at the Board's office during regular business hours.

FOR FURTHER INFORMATION CONTACT: Paul R. McClenon, Project Director, Cost Accounting Standards Board, 441 G St., NW, Room 4836, Washington, DC 20548, (202) 275–5537.

SUPPLEMENTARY INFORMATION: CAS 404 contains a provision that requires a contractor to establish a written policy for capitalization of tangible assets. That policy must include a minimum acquisition cost criterion, and the criterion must not exceed $500. The $500 criterion was established as a reasonable limitation on contractor practices and encompassed the practices of 97% of the companies filing Disclosure Statements with the Board.

Several contractors and one industry association recently suggested to the Board that circumstances had changed significantly since the promulgation of CAS 404, and that the Board should change this criterion. With the cooperation of the National Association of Accountants, the Board mailed a questionnaire on current industry practices to approximately 200 NAA members representing large, medium and small manufacturing firms. Excluded from the survey were those companies either required to comply with the policy limitation included in CAS 404 or influenced by the requirements of that Standard. The Financial Executives Institute also mailed a similar questionnaire to about 900 of its members and asked them to furnish information directly to the Board. The responses to both surveys received indicated that industry practices have changed significantly since the promulgation of CAS 404 and that a number of companies had capitalization acquisition cost criteria in excess of $500 and a few had criteria in excess of $1,000. At the time CAS 404 was promulgated the Board indicated that the service life and acquisition cost limitations would be revised if developments warranted such a change. The Board believes such a change is warranted with respect to the acquisition cost criterion, based on current industry practices. Accordingly, the proposed amendment will increase the minimum acquisition cost criterion to $1,000. Similar revisions may be considered in future years.

Commentators are requested to help the Board evaluate this proposal in terms of the probable costs of implementation compared to the probable benefits.

The Board proposes to amend the illustrations in the Standard in order that they will illustrate the amended requirement. Accordingly, the Board proposes to amend Title 4 CFR, Part 404, Capitalization of Tangible Assets as follows:

Section 404.40(b)(1) is revised as set forth below:

§ 404.40 Fundamental requirement.

* * * * *

(b)(1) The contractor's policy shall designate a minimum service life criterion, which shall not exceed 2 years, but which may be a shorter period. The policy shall also designate a minimum acquisition cost criterion which shall not exceed $1,000, but which may be a smaller amount.

* * * * *

§ 404.60 [Amended]

In § 404.60(a)(1) change "$1,000" to "$2,000" and "$500" to "$1,000."

§ 404.60(a)(1)(i) change "$600" to "$1,200."

In § 404.60(a)(1)(ii) change "$450" to "$900," twice.

In § 404.60(a)(2) revise last sentence to read "The Standard requires that, based upon contractor's policy, the asset be capitalized."

§ 404.80 [Amended]

Revise by adding a designation "(a)" to the present text of § 404.80, and by adding a new paragraph as follows:

(b) The revised limit of $1,000 in § 404.40(b)(1) shall apply to tangible capital assets acquired during the contractor's cost accounting periods which begin on or after January 10, 1981.

(Sec. 719 of the Defense Production Act of 1950, as amended, Pub. L. 91–379, 50 U.S.C. App. 2168.)

Arthur Schoenhaut,

Executive Secretary.

[FR Doc. 79-39955 Filed 12-31-79; 8:45 am]

BILLING CODE 1620-01-M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Parts 141 and 260

[Docket No. RM80-17]

Revision of Monthly Statements of Electric Utility Companies, Form No. 5, and of Natural Gas Pipeline Companies, Form No. 11

AGENCY: Federal Energy Regulatory Commission

ACTION: Notice of Proposed Rulemaking.

SUMMARY: The Commission gives notice that it proposes to revise its monthy reports, Form No. 5, Monthly Statement of Electric Operation Revenue and Income (18 CFR 141.25) and Form No. 11, Natural Gas Pipeline Company Monthly Statement (18 CFR 260.3) in order to eliminate reporting burdens on the jurisdictional regulated industry indicated to be unnecessary by the validation program. The revisions are proposed to be effective for monthly

reporting for periods beginning January 1, 1980 and continuing thereafter.

DATE: Written comments by January 21, 1980.

ADDRESS: Office of the Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, D.C. 20426. Reference Docket No. RM80-17.

FOR FURTHER INFORMATION CONTACT:

James Kitchen, Office of Chief Accountant, Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Room 3503N, Washington, D.C. 20426, (202) 357-9212.
Elaine M. Dawson, Office of Chief Accountant, Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Room 3405N, Washington, D.C. 20426, (202) 357-9190.

Issued: December 21, 1979.

I. Background

The Commission is engaged in an ongoing effort to eliminate unnecessary burdens on the industries regulated by it. This rulemaking is part of that effort.[1] All data elements contained in forms submitted to the Commission are being evaluated to determine which data is needed by the Commission to carry out its regulatory functions. The results of this evaluation are reflected in the revisions proposed herein, for the Form No. 5, Monthly Statement of Electric Operating Revenue and Income (18 CFR 141.25), and the Form No. 11, Natural Gas Pipeline Company Monthly Statement (18 CFR 260.3)

Form No. 5 is a one page report designed to obtain monthly information primarily concerning electric operating revenues, expenses and sales. At present, 233 publicly and privately owned electric utilities report the 118 data items in Form No. 5 monthly.

Form No. 11 contains seven tables on five pages, with requests for information primarily concerning natural gas pipeline operating sales, revenues, expenses, and refund obligations. There are 464 data items on this form which are now reported by 33 major gas pipelines companies.[2]

The Energy Information Administration collects these data forms and publishes statistics from them. In addition, there are several data items on both the Form No. 5 and Form No. 11 which are collected for the U.S. Department of Commerce. By Order No. 503, issued January 29, 1974, Docket No. RM74-5, the Commission agreed to collect these data items to assist the Bureau of the Census in compiling current data on a monthly basis.

As a result of the Commission's in-depth review of both the data items and its current regulatory mission, the Commission has determined that it no longer needs certain data collected by the present Forms No. 5 and No. 11. The Energy Information Administration, the agency responsible for collecting this data, may decide to continue collection of any data item here for its own or another agency's purposes. However, if all these items are eliminated, the result would be an estimated eighty percent reduction in reporting burden to persons subject to the reporting requirement under Form No. 5 and in an estimated sixty percent reduction under Form No. 11.

Because of the minor nature of these proposed revisions and because early adoption will expedite reduction of unnecessary reporting burdens, the Commission proposes to make the revisions effective for monthly reporting for periods beginning January 1, 1980 and continuing thereafter.

II. Summary of Revisions

The following is a brief description of the proposed revisions to each of the forms:

Form No. 5

Out of the 118 data items now requested by Form No. 5, the Commission proposes to eliminate 89 data items. We have eliminated the requirement of reporting previous year data (59 items) since this data can be retrieved easily from prior filings for statistical publication purposes. Approximately thirty other data items relating primarily to income and expenses are being proposed for deletion because the validation study has confirmed that the Commission no longer needs this information for regulatory purposes.

The Commission proposes to retain the twenty-five data items regarding sales of electric energy for the current period only. Reporting will continue to include revenues in thousands of dollars, Mwh sales and the number of customers by the classes of service.

The Department of Commerce has requested that we continue to collect four selected items (line items 10-13, Attachment A) in order to continue to supply monthly statistical needs. The Commission acknowledges the continued necessity of its performing this collection responsibility for the Department of Commerce.

In addition, the Commission finds that the revenue limit used to describe which companies are required to file can be raised from the existing $2.5 million minimum [3] to a $100 million minimum. The Commission believes that it will continue to obtain a valid statistical sampling of data for regulatory needs. The proposed limit will be effective for all privately owned electric utilities with annual electric operating revenues of $100,000,000 or more. Certain other privately-owned and other publicly owned utilities as specifically designated on Form No. 5 also will be required to file in order that representative data concerning energy sales from all states will be collected.

As an added feature in response to previous industry complaints regarding lack of space on the form, the Commission proposes to add a section on page 2 for footnotes. Finally, in order to conform with other form titles, the title of Form No. 5 is being changed to the "Electric Utility Company Monthly Statement."

The Energy Information Administration has requested that the reporting period for Form No. 5 be shortened from the current requirement of 40 days at the end of the reported month to 20 days. The Energy Information Administration believes that this shortened period is desirable in light of the proposed reduction in reporting burden because it will enable them to publish more current statistical data. In response to their request and in order to permit public comment to aid the Commission in evaluating the practicality of this suggestion the Commission has included this reduced time period in the proposed rule.

Form No. 11

The Commission proposes to eliminate approximately 294 data items from the 464 items now required. The validation study indicates that the reduction can be made without hampering Commission functions. This proposal represents an estimated sixty percent reduction in the reporting burden of the Form No. 11.

Data regarding details of operations and maintenance expenses makes up the largest portion of the 170 retained items. Other retained data items consist mostly of selected data on Sales of Natural Gas (revenues are reported in thousands of dollars and volumes are reported in millions of cubic feet) and of other plant and refund data. In addition, a separate page for footnotes has been added.

---

[1] *See* Order No. 53, Docket No. RM 79-38, issued October 23, 1979, and Notice of Proposed Rulemaking, Docket No. RM80-2, issued October 23, 1979.

[2] A major gas pipeline company, as used here, is a natural gas company whose combined gas sold for resale and gas transported or stored for a fee exceeded 50 million MCF at 14.73 psia (60°F) in the previous year. 18 CFR 260.3.

[3] "[A]ll Class A electric utilities, both privately and publicly owned." 18 CFR 141.25; *see* 18 CFR 101.

The Department of Commerce has requested that the Commission also continue to collect the same selected 4 data items regarding natural gas companies (line items 3, 8 and 10 of Table 2 and line item 4 of Table 3, of Appendix B) as were requested for the electric utilities. The Commission continues to believe that the Monthly Reports are the most appropriate vehicles with which to collect the data requirements for the Department of Commerce.

The Energy Information Administration has requested that the reporting period for Form No. 11 be shortened from the current requirement of 40 days at the end of the reported month to 20 days for the same reasons cited above in the discussion of Form No. 5. In response to their request and in order to permit public comment to aid the Commission in evaluating the practicality of this suggestion, the Commission has included this reduced time period in the proposed rule.

III. Comment Procedures

The Commission invites interested persons to submit written comments on this proposal. Copies of all comments will be furnished to the Energy Information Administration for its use. The Commission specifically requests that commenters address the following questions:

1. Do the proposed revisions or eliminations of required data affect any Commission or State regulatory functions?

2. Is there any reason for continued collection of the data for the purposes of another Federal agency? Suggestions for the continued collection of data which has been proposed for elimination from the present Forms No. 5 and No. 11 should identify the proper agency and the purpose for collection of the data.

3. Comments are requested on the practicality of meeting the new proposed filing deadline.

Comments should be submitted to the Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, D.C. 20426 and should refer to Docket No. RM80-17. An original and 14 copies should be filed. All comments received prior to 4:30 p.m. EST, January 21, 1980, will be considered by the Commission prior to promulgation of final regulations. Pursuant to 44 U.S.C. 3501-3511, these proposed revisions will be considered by the Office of Management and Budget for ultimate clearance. Interested persons wishing to have their comments considered during this clearance process should submit copies of their comments to the Commission to the Clearance Office of Regulatory Policy and Reports Management Divisions, Office of Management Division, Office of Management and Budget, Washington, D.C. 20503. All written submissions will be placed in the public file which has been established in this docket and which is available for public inspection during regular business hours in the Commission's Office of Public Information, Room 1000, 825 North Capitol Street, NE., Washington, D.C. 20426.

(Natural Gas Act, as amended, 15 U.S.C. 717-717w; Federal Power Act, as amended, 16 U.S.C. 792-828c; Department of Energy Organization Act, Pub. 42 U.S.C. 7101-7352; E.O. 12009, 42 FR 46267 (September 15, 1977).)

In consideration of the foregoing, the Commission proposes to revise Form No. 5, Monthly Statement of Electric Operating Revenue and Income, prescribed by § 141.25, Chapter I, Title 18 of the Code of Federal Regulations and Form No. 11, Natural Gas Pipeline Company Monthly Statement, prescribed by section 260.3, Chapter I, Title 18 of the Code of Federal Regulations as set forth in Attachment A and B, hereto.

In addition, in consideration of the foregoing, the Commission proposes to revise Parts 141 and 260 of Chapter I, Title 18 of the Code of Federal Regulations, as set forth below.[4]

By direction of the Commission.

Kenneth F. Plumb,

Secretary.

1. Section 141.25 is revised to read as follows:

§ 141.25 FERC Form No. 5, Electric Utility Company Monthly Statement.

(a) This form, which is applicable to the electric utility companies designated therein, is designed to obtain on a monthly basis information concerning sales of electric energy and certain other selected items of income and plant.

(b)(1) *Who must file.* Each privately and publicly owned electric utility, as designated in the FERC No. 5, shall prepare and file with the Commission for the month beginning January 1, 1980 and for each month thereafter an original and 2 copies of the FERC Form No. 5.

(2) *When to file.* Such reports shall be filed within 20 days after the end of the reported month and shall be signed by the Chief Accounting Officer of the reporting company, but are not required to be under oath.

[4] Copies of these forms are available from the Commission's Division of Public Information, as attachments to the "Notice of Proposed Rulemaking".

2. Section 260.3 is revised to read as follows:

§ 260.3 FERC Form No. 11, Natural Gas Pipeline Company Monthly Statement.

(a) This form, which is applicable to natural gas companies designated therein, is designed to obtain on a monthly basis information concerning selected revenues, income statements, and other items, as well as details of operation and maintenance expenses.

(b)(1) *Who must file.* Each natural gas company, as defined in the Natural Gas Act, whose combined gas sold for resale and gas transported or stored for a fee exceeded 50 million Mcf at 14.73 psia (60° F) in the previous calendar year, shall prepare and file with the Commission for the month beginning January 1, 1980 and for each month thereafter an original and 2 copies of the FERC Form No. 11.

(2) *When to file.* Such reports shall be filed within 20 days after the end of the reported month and shall be signed by the Chief Accounting Officer of the reporting company, but are not required to be made under oath.

[FR Doc. 79-39597 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

DEPARTMENT OF THE TREASURY

Bureau of Alcohol, Tobacco and Firearms

27 CFR Part 5

[Notice No. 332]

Grape Brandy; Advance Notice of Proposed Rulemaking

AGENCY: Bureau of Alcohol, Tobacco and Firearms (ATF).

ACTION: Advance notice of proposed rulemaking.

SUMMARY: ATF is considering whether standards of identity (types) for "varietal grape brandy," "vintage grape brandy", and "vintage-varietal brandy" should be established. These designations would be used for labeling and advertising purposes, allowing such terms as "Pinot Noir Brandy," "Grape Brandy 1963", and "Flame Tokay Brandy 1979" to be added to the present labeling designations of "brandy" and "grape brandy." ATF wishes to gather information from consumers and industry members on the desirability and feasibility of producing and marketing these products.

DATES: Comments must be received on or before April 1, 1980.

ADDRESS: Send comments on this advance notice of proposed rulemaking to:

Director, Bureau of Alcohol, Tobacco and Firearms, Post Office Box 385, Washington, DC 20044.
Attention: Chief, Regulations and Procedures Division.
(Notice No. 332)

FOR FURTHER INFORMATION CONTACT: A. N. Stickney, (202-566-7626).

SUMMARY INFORMATION:

Background

Petition. ATF has been petitioned to amend the regulations to permit the production and sale of "varietal," "vintage," and "vintage-varietal" grape brandies. By adding these designations, the petitioners feel they would be able to expand the market for brandy and to offer consumers a wider choice of brandies.

Present Regulations. The standard of identity for brandy is set forth in 27 CFR 5.22(d). In general, brandies are distillate products produced from the fermented juice, mash, or wine of fruit, or from residue material. These products must possess the taste, aroma, and characteristics generally attributed to the product. In addition to the general identity, brandy is further broken down into types (for example, "fruit brandy," "Cognac," "marc brandy," and the like). Brandy derived from grapes falls under the "fruit brandy" type and can only be designated as "grape brandy" or "brandy". Other fruit brandies derived from one variety of fruit are designated by the word "brandy" but have to be qualified by the name of the fruit (for example, "apricot brandy").

Discussion. Under the Federal Alcohol Administration Act (FAA Act), the Director is authorized to establish standards of identity (class and type) which provide "* * * adequate information as to the identity and quality of the product * * *" and at the same time to "* * * prohibit deception of the consumer with respect to such products or the quality of the product * * * [and] prohibit * * * such statements relating to age, manufacturing processes, analyses, guarantees, and scientific or irrelevant matters * * * [that would] be likely to mislead the consumer * * *."

Since the standard of identity for grape brandy has been in effect, ATF has denied requests to use labels with a term such as "Cabernet Sauvignon Brandy," "Catawba Brandy 1972," or "Grape Brandy 1972", because the brandy must be labeled (1) "grape brandy," (2) "brandy," or (3) "brandy" immediately followed by a truthful and adequate statement of composition if the brandy does not conform to any of the established standards for brandy. ATF has held that the process of distillation would destroy any distinctive varietal characteristics which are detectable in wine and will continue to do so until sufficient test data can confirm or refute this position.

ATF wishes to obtain advice and analytical data from the alcoholic beverage industry and to receive consumers' views as to whether "varietal," "vintage," and "vintage-varietal" grape brandies are products distinct enough to require standards of identity. If information is received, as a result of this advance notice of proposed rulemaking, that demonstrates these grape brandy products to be in keeping with the intent of the FAA Act, ATF may amend 27 CFR Part 5 to designate grape brandy as a separate type from "fruit brandy" and to qualify a grape brandy by the name of the variety of the grape. ATF may also consider the possibility of allowing grape brandy, to be defined as an alcohol distillate made 100 percent from grapes, to be recognized as a vintage product. In this case, "vintage grape brandy" and "vintage-varietal brandy" could be established and used in labeling such products.

Public Participation

Comments. This advance notice of proposed rulemaking is being issued, because we find that ATF resources and reasonable outside inquiry do not provide sufficient information to identify the best course of action regarding any proposal on standards of identity for "varietal and vintage brandy". We solicit comments of two kinds. Comments to the questions in group A are requested from concerned consumers. Comments and specific data from questions in group B are being requested from interested industry members. Comments, however, are not restricted to any one group of questions.

Industry members are also being invited to submit "varietal and vintage brandy" samples. ATF needs to gather a wide sampling of "varietal and vintage" brandies for organoleptic examination and laboratory analysis. We also need from interested industry members conclusive analytical data to determine an appropriate standard of identity.

Procedure. Interested persons may submit written comments or data to the Director, Bureau of Alcohol, Tobacco and Firearms, Post Office Box 385, Washington, DC 20044, Attention: Chief, Regulations and Procedures Division, (Notice No. 332), on or before April 1, 1980. Written communications should be identified by the notice number (Notice No. 332).

All communications received during the 90-day comment period will be carefully considered. In light of the information received, the advance notice may be withdrawn or a notice of proposed rulemaking may be issued.

Disclosure of Comments

Copies of written comments or data are available for public inspection in the ATF Reading Room, Room 4408, Federal Building, 12th and Pennsylvania Avenue, NW., Washington, D.C., between the hours of 9:00 a.m. and 4:30 p.m., Monday through Friday.

ATF will not recognize any material in comments designated as confidential or as not to be disclosed; and any material that the commenter considers to be confidential or inappropriate for disclosure to the public should not be included in the comments. The name of any person submitting comments is not exempt from disclosure.

Questions

Following is a list of specific questions to be addressed. (To aid ATF in considering each comment, clearly identify the specific questions to which each comment is addressed.)

A. Consumer Consideration

(1) Does a grape brandy designation as "Concord Brandy" convey the impression that only Concord grapes are used in the brandy product and that other grape varieties are not present?

(2) Does a product labeled "Cabernet Sauvignon Brandy 1972" convey the impression that only Cabernet Sauvignon grapes grown in 1972 and no other grape or vintage crop are present in the brandy product?

(3) Likewise, does a product labeled "Grape Brandy 1978" convey the impression that the year 1978 is significant information?

(4) Do "varietal grape brandies" convey an impression of products more closely associated with a particular class and type of distilled spirits or with a particular class and type of wine?

(5) If it is commonly held that brandy is traditionally viewed as a product which requires aging in a wooden cask before it is designated as brandy, would "vintage-varietal grape brandies" and "vintage grape brandies" convey an impression that the harvest year of the grape(s) is more significant information than the number of years the brandies were allowed to age in a wooden cask?

(6) Is the vintage year of the grape and/or exact age of the brandy important information or merely

technical information likely to confuse and mislead?

(7) Is a wider selection of brandy products desirable?

B. Industry Consideration

(1) What facts show the need for establishing new standards of identity for grape brandies—specifically, "varietal," "vintage," and "vintage-varietal" brandies?

(2) What additional facts, studies, surveys, and tests are needed to support the proposal?

(3) What facts, personal observations, etcetera could demonstrate the possible inadequacies of the proposal?

(4) What impact would categorizing grape brandies as a separate type from fruit brandies have on the grape growing, wine, and brandy industries?

(5) Should vintage year claims be allowed for any brandy?

(6) Should age statements be allowed for any brandy in addition to or in lieu of vintage year claims?

(7) Should the aging of grape brandy be at not less than four years rather than the present two-year minimum? Should a special provision be established for "varietal grape brandies" aged at least eight years?

(8) What recordkeeping and accountability requirements are necessary? Would they pose an undue administrative burden on the alcoholic beverage industry and ATF?

(9) Which "varietal grape brandies," after distillation and aging, are likely to possess the taste, aroma, and characteristics generally attributed to the variety of the grape?

(10) What procedures, samples at barrel proof, and conditions are necessary to conduct a joint experimental study with ATF? Consideration should be given as to (a) whether "varietal grape brandies" should be designated lower distillation proof than "blended" grape brandies; and (b) as to whether distillation proof should be eliminated and substituted by a distinction based on esters contents or some other measurement which the ATF National Laboratory would consider enforceable and meaningful.

(11) What regulations, if any, have been issued by foreign countries on varietal and/or vintage brandy? What kind of certification on exports and imports would be needed to verify varietal and vintage claims on labels?

C. Submission of Samples

Any proprietor desiring to submit "varietal and vintage brandy" samples to ATF should submit a written notice of intent to the Director, Bureau of Alcohol, Tobacco and Firearms, Post Office Box 385, Washington, DC 20044, Attention: Chief, Regulations and Procedures Division (Notice No. 332). Indicate, too, what varietal grapes will be used. Written notices of intent must be received during the 90-day comment period.

Authority

This advance notice of proposed rulemaking is issued under the authority of 27 U.S.C. 205 (49 Stat. 981).

Signed: November 16, 1979.

G. R. Dickerson,

Director.

Approved: November 26, 1979.

Richard J. Davis,

Assistant Secretary (Enforcement and Operations).

[FR Doc. 79-39928 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-31-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Ch. I

[FRL 1381-8]

Regulatory Agenda

AGENCY: Environmental Protection Agency.

ACTION: Delay in Publication of Regulatory Agenda.

SUMMARY: This notice announces a delay in the publication of the Environmental Protection Agency's regulatory agenda.

I originally planned to publish the Environmental Protection Agency's sixth Regulatory Agenda in December of 1979. I now have revised the schedule. EPA will publish its next Agenda in February of 1980.

FOR FURTHER INFORMATION CONTACT: David Sahr, 755-2693.

Henry E. Beal,

Director, Standards and Regulations Division.

[FR Doc. 79-39936 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

40 CFR Part 52

[FRL 1381-7]

Implementation Plan Revision for a Nonattainment Area in the State of Arizona; Receipt/Availability

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Receipt and Availability.

SUMMARY: The purpose of this notice is to announce receipt of a revision to the Arizona State Implementation Plan (SIP) and to invite public comment. The Nonattainment Area Plan (NAP) for Total Suspended Particulates for the Maricopa County Urban Planning Area has been received from the Arizona State Department of Health Services. The plan was submitted to EPA in accordance with the requirements of Part D of The Clean Air Act, as amended in 1977, "Plan Requirements for Nonattainment Areas," and is available for public inspection at the addresses below. A notice of proposed rulemaking discussing this plan will be published in the Federal Register at a later date.

The period for submittal of public comments will end not less than 60 days from this date and not less than 30 days from the published date of EPA's Notice of Proposed Rulemaking.

ADDRESSES: Copies of the SIP revision are available for inspection during normal business hours at the following locations:

Air and Hazardous Materials Division (A-4-2), Environmental Protection Agency, Region IX, 215 Fremont Street, San Francisco, CA 94105.

Public Information Reference Unit, Environmental Protection Agency, 401 "M" Street, S.W., Room 2404, Washington, D.C. 20404.

Arizona State Department of Health Services, 1740 West Adams Street, Phoenix, AZ 85007.

Maricopa Association of Governments, 1820 West Washington, Phoenix, AZ 85007.

FOR FURTHER INFORMATION CONTACT:

Douglas Grano, Chief, Regulatory Section, Air Technical Branch, Air and Hazardous Materials Division, Environmental Protection Agency, Region IX, 215 Fremont Street, San Francisco, CA 94105, (415) 556-2938.

SUPPLEMENTARY INFORMATION: New provisions of the Clean Air Act, enacted in August 1977, Pub. L. No. 95-95, require states to revise their SIP's for all areas that do not attain the National Ambient Air Quality Standards (NAAQS). The amendments required each state to submit to the Administrator a list of the NAAQS attainment status for all areas within the state. The Administrator promulgated these lists, with certain modifications, on March 3, 1978 (43 FR 8962), March 19, 1979 (44 FR 16388) and April 10, 1979 (44 FR 21261). State and local governments were required by January 1, 1979 to develop, adopt, and submit to EPA revisions to their SIP's which provide for attainment of the NAAQS as expeditiously as practicable. The Maricopa county area has been designated nonattainment for carbon monoxide, ozone, and total suspended particulates.

The Governor's designee submitted the Maricopa County Urban Planning Area NAP for Total Suspended Particulates (TSP) to EPA on November 8, 1979. The initial NAP for Carbon Monoxide and Ozone for Maricopa County was submitted on February 23, 1979 and a revision to that plan was submitted on July 3, 1979. Notices of proposed rulemaking were published in the Federal Register on June 11, 1979 and October 30, 1979 for the Carbon Monoxide and Ozone plan submittals.

EPA is now reviewing the TSP plan for conformance with the requirements of Part D of the Clean Air Act, as amended. Following EPA's review of the plan, a notice of proposed rulemaking will be published in the Federal Register that will provide a description of the proposed SIP revision, summarize the Part D requirements, identify the major issues in the proposed revision, and suggest corrections. An additional 30 days will be provided for public comments at that time.

(Sections 110, 129, 171 to 178, and 301(a) of the Clean Air Act, as amended [42 U.S.C. 7410, 7429, 7501 to 7508, and 7601(a)].

Dated: December 18, 1979.

Sheila M. Prindiville,

Acting Regional Administrator.

[FR Doc. 79-39941 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

---

40 CFR Parts 410, 425, 429 and 454

[FRL 1383-7]

Textile Mills Point Source Category, Leather Tanning and Finishing Point Source Category, Timber Products Processing Point Source Category, Gum and Wood Chemicals Point Source Category, Effluent Guidelines and Standards; Hearing

AGENCY: Environmental Protection Agency.

ACTION: Public Hearing.

SUMMARY: Notice is hereby given of a hearing open to the public to discuss and receive comments on pretreatment regulations proposed in the Federal Register as follows:

Proposal date	*Category*
July 2, 1979 (40FR38746)	Leather tanning and finishing.
October 29, 1979 (40FR62204)	Textile mills.
October 31, 1979 (40FR62810)	Timber products processing.
November 29, 1979 (40FR68710)	Gum and wood chemicals.

DATES: A public hearing has been scheduled for the following date and place: February 15, 1980—Washington, D.C.

ADDRESS: The public hearing will be held at the following address: Hall of States, Skyline Inn, South Capitol and I Streets, SW., Washington, D.C.

FOR FURTHER INFORMATION CONTACT: Jaye Swanson, Project Officer for Public Participation, Effluent Guidelines Division (WH-552), Environmental Protection Agency, 401, M Street, SW., Washington, D.C. 20460. (202) 426-2560

Anyone wishing to make an oral statement and submit written testimony at the hearing should indicate so in writing to the above address, including which session of the hearing they plan to attend.

SUPPLEMENTARY INFORMATION: Registration for the hearing will be held from 8:30 to 9:00 AM. Oral testimony will be presented as follows: 9:30 to 11:30 AM—Textile Mills, 11:30 AM to 2:15 PM—Leather Tanning and Finishing, 2:45 to 4:15 PM—Timber Products Processing and 4:15 to 6:00 PM—Gum and Wood Chemicals. Following the registration period there will be a brief presentation by an EPA official covering the development of effluent limitations and standards under the Clean Water Act of 1977. Also, opportunity will be given throughout the day for audience participants to submit written questions to the Presiding Officer. These question will be addressed during the question and answer sessions which will conclude the presentations of oral testimony for each category.

A court recorder will be present at the public hearing. Official transcripts will be available at cost.

Dated: December 28, 1979.

Swep T. Davis,

Assistant Administrator for Water and Waste Management.

[FR Doc. 79-39930 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

---

40 CFR Part 429

[FRL 1383-1]

Timber Products Processing Point Source Category Effluent Limitations Guidlines, Pretreatment Standards, and New Source Performance Standards

AGENCY: Environmental Protection Agency (EPA).

ACTION: Extension of Comment Period.

SUMMARY: On October 31, 1979, EPA proposed regulations under the Clean Water Act to limit effluent discharges to waters of the United States and the introduction of pollutants into publicly owned treatment works from facilities engaged in timber products processing operations (44 FR 62810-62846). EPA is extending the period for comment on the proposed regulations from December 31, 1979, until February 15, 1980, because of delays in the availability of the support documents.

DATES: Comments on the proposed regulations for the timber products processing industry (44 FR 62810) must be submitted to EPA by February 15, 1980.

ADDRESS: Send comments to: Mr. Richard E. Williams, Effluent Guidelines Division (WH-552), Environmental Protection Agency, 401 M Street SW, Washington, DC 20460, Attention: Docket Clerk, Proposed TIMBER. The supporting information and all comments on this proposal will be available for inspection and copying at the EPA Public Information Reference Unit, Room 2404 (Rear) PM-213. The EPA information regulation (40 CFR Part 2) provides that a reasonable fee may be charged for copying.

FOR FURTHER INFORMATION CONTACT: Richard Williams (202) 426-2554.

SUPPLEMENTARY INFORMATION: On October 31, 1979, EPA proposed regulations to limit effluent discharges to waters of the United States and the introduction of pollutants into publicly owned treatment works from facilities engaged in timber products processing operations (44 FR 62810-62846). The October 31 notice stated that comments on the proposal were to be submitted on or before December 31, 1979.

Because of delays in printing of the technical and economic documents, the documents were not generally available to the public until December 14, 1979. Therefore, the comment period has been extended to allow the public adequate time to review and comment on the proposed regulations. All comments must be submitted by February 15, 1980.

Dated: December 18, 1979.

Swep T. Davis,

Assistant Administrator for Water and Waste Management.

[FR Doc. 79-39940 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Public Health Service

42 CFR Part 2

Confidentiality of Alcohol and Drug Abuse Patient Records

AGENCY: Public Health Service, HEW.

ACTION: Notice of Decision to Develop Regulations.

SUMMARY: The Department of Health, Education, and Welfare (HEW) intends to make editorial and substantive changes in the Confidentiality of Alcohol and Drug Abuse Patient Records regulations, 42 CFR Part 2.

HEW plans to make editorial changes to fulfill its commitment to make its regulations clearer and more concise in order to promote public understanding of its programs.

HEW expects to make substantive changes because the regulatory solutions to the complex social policy issues raised by the confidentiality protections merit reconsideration in light of experience gained with the regulations over the past four years.

DATES: Submit written comments not later than March 3, 1980.

ADDRESSES: Submit written comments to: Judith T. Galloway, Legal Assistant, Alcohol, Drug Abuse, and Mental Health Administration, Room 13C-06, Parklawn Building, 5600 Fishers Lane, Rockville, Maryland 20857.

FOR FURTHER INFORMATION: Contact Judith T. Galloway (301) 443-3200.

SUPPLEMENTARY INFORMATION: The public is invited to submit comments, views, and suggestions on the issues listed below. Because this list is not intended to be exhaustive, the public is invited to identify other issues. Comments, views, and suggestions are also invited on any parts of the regulations which are difficult to understand and on any other aspect of the confidentiality regulations.

(a) *Should the regulations be amended to permit patient access to his or her records for the purpose of making copies and disclosures as the patient sees fit?* Now the regulations require programs to exercise independent judgment regarding the benefit to the patient of a disclosure which he or she has consented to and regarding the voluntary nature of the consent. See §§ 2.40 and 2.40-1.

(b) *Should the regulations be amended to require that a program give notice to each patient of the existence and effect of Federal law and regulations which protect the confidentiality of alcohol and drug abuse patient records? Should the notice requirement be extended to any applicable State laws and regulations on confidentiality?* Now the regulations do not address the issue of informing a patient of confidentiality protections.

(c) *Should the regulations be amended to apply only to specialized alcohol or drug abuse treatment and rehabilitation programs?* Now the regulations apply to alcohol and drug abuse patient records of general medical care facilities, as well as specialized facilities, which are federally assisted. See §§ 2.12 and 2.12-1 and the pertinent definitions in § 2.11.

(d) *Should the regulations be amended to permit an auditor or program evaluator to redisclose patient identifying information obtained from a referring program for the purpose of evaluating that program's client referral mechanism?* Now the regulations prohibit redisclosure of any patient identifying information disclosed for purposes of audit or program evaluation, unless the situation is considered to be a medical emergency. See §§ 2.52 and 2.52-1.

(e) *Should the regulations be amended to permit a patient to consent to disclosure of information by means of a more general consent form?* The regulations now require eight specific elements in the consent form. See §§ 2.31 and 2.31-1.

(f) *Should the regulations be amended to facilitate reimbursement by making the written consent requirements less stringent for disclosures to third-party payers and funding sources?* Now the regulations allow disclosure to third-party payers and funding sources only if the patient consents in writing in accordance with the specifications in § 2.31. See §§ 2.37 and 2.37-1.

(g) *Should the regulations be amended to extend to family members the liberal disclosure provision allowed for a patient's legal counsel?* Now disclosure of any information in the patient's records may be made to legal counsel upon written application of the patient endorsed by the attorney. See §§ 2.35, 2.35-1, 2.36 and 2.36-1.

(h) *Should there be any prohibition on redisclosure by the recipient of a disclosure made with written patient consent?* Now the regulations prohibit redisclosure if the disclosure was accompanied by a statement that the confidentiality regulations apply and require the disclosing entity to include such a statement of applicability with each written disclosure. See §§ 2.32 and 2.32-1.

(i) *Should the regulations be amended to permit disclosures with written consent to employers and employment agencies which are necessary to evaluate potential hazards created by a patient's employment even though that information may result in that patient being denied employment or advancement?* Now the regulations require a determination by the program that the information to be disclosed would not be used to deny the patient employment or advancement because of his or her history of drug or alcohol abuse, even though the patient has consented to disclosure. See §§ 2.38 and 2.38-1.

(j) *Should the regulations be amended to remove the prohibition on the entry of a court order authorizing the disclosure of communications by a patient to personnel of the program?* Now the regulations permit a court order to authorize only the disclosure of the dates of enrollment, discharge, attendance, medication, and similar objective data, except where a patient in litigation offers testimony or other evidence pertaining to the content of a communication with a program. See §§ 2.63 and 2.63-1.

(k) *Should the procedures and criteria for entry of an authorizing court order be less detailed in order to simplify compliance by affected parties, including the courts, law enforcement agencies and programs?* Now the regulations establish detailed conditions and procedures for issuance of authorizing court orders. See §§ 2.64, 2.64-1, 2.65, 2.65-1, 2.66, 2.66-1, 2.67, and 2.67-1.

(l) *Should the regulations be amended to permit disclosure of the patient status of an individual who commits or threatens to commit a crime on program premises or against program personnel?* Now the regulations permit reporting of the crime but do not permit identifying the suspect as a patient unless a court order is obtained. See § 2.13(d) and § 2.13-1(c).

(m) *Should the regulations be amended to permit the disclosure to law enforcement officials of the presence at a facility of a named individual without an authorizing court order?* Now the regulations restrict the disclosure of information to anyone concerning a patient's attendance, absence, physical whereabouts, or status as a patient, so that the presence of an individual at an alcohol or drug abuse treatment facility may only be disclosed to law enforcement officers with an authorizing court order. See § 2.13(a) and (c) and § 2.13-1(a) and (b).

(n) *Should the regulations be amended to remove the absolute prohibition on the use of informants and undercover agents to investigate patients? Now the regulations totally preclude use of informants and undercover agents to investigate patients but an authorizing court order may allow their use to investigate a program or program personnel. See §§ 2.19, 2.19-1, 2.67 and § 2.67-1.*

(o) *Should the regulations continue to prohibit absolutely the disclosure and use of patient records for investigation or prosecution of non-serious crimes which are not committed on program premises or against personnel of the*

program? Now the regulations permit the entry of a court order authorizing such disclosure and use only if the crime is extremely serious, or was believed to have been committed on program premises or against program personnel. See §§ 2.65 and 2.65–1.

Dated: November 5, 1979.

Julius B. Richmond,

Assistant Secretary for Health.

[FR Doc. 79–39937 Filed 12–31–79; 8:45 am]

BILLING CODE 4110–88–M

INTERSTATE COMMERCE COMMISSION

49 CFR Part 1127

[Ex Parte No. 293 (Sub-8)]

Standards for Determining Commuter Rail Service Continuation Subsidies

AGENCY: Rail Services Planning Office, Interstate Commerce Commission.

ACTION: Further notice of proposed rulemaking.

SUMMARY: On June 26, 1979 (44 FR 39560, July 6, 1979), the Rail Services Planning Office (RSPO) issued proposed amendments to the Standards for Determining Commuter Rail Service Continuation Subsidies (Standards). The proposed amendments reflected a change in the cost responsibilities occasioned by RSPO's ruling in Interpretation No. 9 that the owner of a rail property is presumed to be the dominant user and should bear the base costs of the property. RSPO requested comments on the proposed amendments and, after an evaluation of the comments received, proposes to modify the responsibility of the parties for personal injury and property damage. The balance of the proposed amendments were made final in a separate decision on December 21, 1979, published elsewhere in this issue.

DATE: RSPO invites comments on the proposed amendment on or before January 31, 1980.

ADDRESS: An original and six copies of any comments should be mailed to: Interstate Commerce Commission, Section of Rail Services Planning, Room 7381, Washington, D.C. 20423. Attn: RSPO Commuter Standards.

FOR FURTHER INFORMATION CONTACT: Stephen M. Grimm, (202) 275–0838.

SUPPLEMENTARY INFORMATION: On June 26, 1979, RSPO issued proposed amendments to the Standards and requested interested parties to comment on the proposed changes. The proposed amendments were the direct result of RSPO's ruling in Interpretation No. 9, issued August 15, 1978, that the owner of a rail property is presumed to be the dominant user and should bear the base costs associated with that property. In Interpretation No 9, RSPO found that a rulemaking proceeding would be required to develop the specific amendments necessary to implement the conceptual decision made in the interpretation. A notice of proposed rulemaking was issued on October 19, 1978 and, after an evaluation of the comments and proposals received, RSPO developed the proposed amendments.

RSPO has evaluated the comments received on the proposed amendments and has decided that a change in the responsibilities of the parties for personal injury and property damage is necessary. The balance of the proposed amendments were issued as final rules on December 21, 1979.

Responsibility for Personal Injuries and Property Damage

In its June 26, 1979, report, RSPO declined to propose any changes in the responsibilities of the parties under § 1127.7(f)(3)(vii) of the Standards. This section required the subsidizer to be responsible for any damage, casualty and insurance costs incurred as a result of the operation of commuter service. However, RSPO stated that further comments and proposals would be considered if the parties believed that the issue of liability was critical to the revision of the Standards.

The Southeastern Pennsylvania Transportation Authority (SEPTA) responded to RSPO's request for comments and proposals. SEPTA stated that this issue is critical to the revision of the Standards and "represents the instance in which RSPO has most clearly failed to apply Interpretation No. 9 in a fair and even-handed manner." SEPTA avers that the application of Interpretation No. 9 to the Standards should require that Conrail assume liability for a joint incident involving a freight and commuter train, if such an incident occurred on SEPTA's property. SEPTA's rationale is the "avoidability" principle. Under this principle, RSPO had previously concluded (in the original development of the Standards) that no casualties would occur, nor liabilities accrue but for the provision of subsidized commuter service. SEPTA believes that this principle must be restated in light of the "dominant user" concept expressed in the interpretation. SEPTA states that:

> . . . if a freight train collides with a commuter train on a SETPA-owned rail line, resulting in casualty costs, it can well be said that such costs would not have been incurred but for the operation of the freight service and are therefore "avoidable costs" to be borne by the freight service. If, as RSPO held, this line of reasoning was valid when Conrail made it, it is equally valid when SEPTA makes it.

In order to incorporate this idea, SEPTA specifically suggested that § 1127.7(f)(3)(vii) be revised to indicate that the minority user is responsible for any costs incurred as a result of the operation of the minority service.

Conrail also submitted comments on the issue of liability. Conrail stated that the issue of liability is "not related to the principle announced in Interpretation No. 9." However, Conrail added that it "supports the rule that any casualty loss or expense . . . be treated on an avoidance basis."

RSPO shares concern of the parties over the issue of liability and, after further analysis, agrees with SEPTA that the avoidability principle should be restated in terms of "dominant" and "minority" users rather than "freight" and "commuter", in a manner similar to the other issues resolved under Interpretation No. 9. Consequently, RSPO proposes that § 1127.7(f)(3)(vii) of the Standards be amended to read that the minority user will be responsible for any personal injuries and property damage.

RSPO requests comments, by January 31, 1980, on the proposed revisions to the Standards appended to this report.

This is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969.

This proposed rule is published under the authority of 49 U.S.C. 10362.

Issued: December 21, 1979, by Alexander Lyall Morton, Director, Rail Services Planning Office.

By the Commission.

Agatha L. Mergenovich,

Secretary.

Proposed amendments to Part 1127, subchapter B, Chapter X, Title 49, Code of Federal Regulations:

Section 1127.7(f)(3)(vii) is amended to read as follows:

§ 1127.7 [Amended]

* * * * *

(f) * * *

(3) * * *

(vii) *Freight Lost or Damaged—Solely Related; Clearing Wrecks; Other Casualties and Insurance.* The minority user shall be responsible for any costs incurred under these accounts resulting from the operation of the minority service. Where the subsidizer is a minority user, the railroad shall, if the subsidizer agrees, establish a reserve for

the purpose of holding the subsidizer harmless from any liabilities under these accounts arising out of the operation of commuter services on its properties, and each commuter service participating in the reserve shall bear a proportion of the costs of the reserve equal to its proportion of the total passenger miles (including non-revenue passenger miles) generated by participating services. The costs assigned to these accounts for commuter service insurance shall be determined by ascertaining from the railroad's underwriters: (A) The difference in the current premium if commuter service were not operated and (B) The additional premium required to hold the railroad and the subsidizers harmless from any liability. Such amounts shall be apportioned between the several commuter services operated by the railroad on the basis of the relative numbers of passengers miles (including pass riders).

[FR Doc. 79-39926 Filed 12-31-79; 8:45 am]
BILLING CODE 7035-01-M

49 CFR Part 1301

[Ex Parte No. 346 (Sub-3)]

Rail General Exemption Authority—Long and Short Haul Transportation

AGENCY: Interstate Commerce Commission.

ACTION: Extension of time for filing public comments in proposed rulemaking.

SUMMARY: By letter dated December 19, 1979, Southern Railway System, by James L. Howe III, General Attorney, has requested an extension of 30 days within which to file their comments in the above titled proceeding, published at 44 FR 61981, Oct. 29, 1979, which are presently due on December 28, 1979. An extension of 20 days is granted; the request for a 30 day extension is denied.

DATES: Comments in this proceeding are now due on or before January 17, 1980.

ADDRESS: Comments should be sent to: Secretary, Room 5356, Interstate Commerce Commission, Washington, D.C. 20423.

FOR FURTHER INFORMATION CONTACT: Martin E. Foley, (202) 275-7348.

SUPPLEMENTARY INFORMATION: Petitioner has based its request on the railroads need to collect and coordinate a meaningful industry response in this proceeding.

In view of the magnitude of the proposed change, and the Commission's need for a complete record on which to base an informed decision an extension of 20 days is warranted.

Decided: December 21, 1979.

By the Commission, Chairman O'Neal.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 79-39925 Filed 12-31-79; 8:45 am]
BILLING CODE 7035-01-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 611

Northwest Atlantic Ocean Fishery

AGENCY: National Oceanic and Atmospheric Administration/ Commerce.

ACTION: Notice of delay of publication of final regulations.

SUMMARY: This document gives notice of a delay in publication of final regulations that would require a minimum mesh size of 60 millimeters (mm) for all trawl nets used by foreign fishing vessels operating in the Northwest Atlantic. These regulations are delayed to provide an opportunity to respond to issues raised by commentators.

FOR FURTHER INFORMATION CONTACT: Allen E. Peterson, Jr., Director, Northeast Region, National Marine Fisheries Service, Federal Building, 14 Elm Street, Gloucester, Massachusetts 09130, telephone (617) 281-3600.

SUPPLEMENTARY INFORMATION: The foreign fishing regulations currently require vessels fishing bottom trawls to use 60 mm or larger mesh, and permit use of 45 mm or larger mesh in off-bottom or pelagic trawls. The proposed regulations, 50 CFR 611.50(c), published on October 16, 1979 (44 FR 59882), would have required a minimum mesh size of 60 mm for all trawl nets employed by foreign fishing vessels, whether bottom tending, off-bottom, or truly pelagic in nature, and projected a final effective date of January 1, 1980. Comments were received from several foreign governments, private interests representing foreign fishing vessels, and one Federal agency. Two foreign governments objected to increasing the minimum mesh size because it could result in decreased catches of squid. One other foreign government indicated it would be willing to use the 60 mm mesh in the *Illex* fishery but that the change should be applied to the *Loligo* squid fishery only if scientific data showed a need for the change. The Federal agency agreed with the proposed increase. On the basis of these comments, implementation of the 60 mm minimum mesh size will be delayed pending further studies involving the use of 60 mm mesh nets compared with 45 mm mesh nets. The studies referred to will be conducted by selected foreign vessels engaged in the squid fishery. Each vessel taking part in the study will have on board a National Marine Fisheries Service observer who will collect appropriate biological data and otherwise oversee vessel operations. The studies under consideration will serve, in part, to fulfill mutually agreed conditions of each Governing International Fisheries Agreement and will be considered as evidence of cooperation in fishery research and conservation under Section 201(e)(2) and (3) of the Fisheries Conservation and Management Act, as amended. Based upon the results of such studies, together with other scientific data, a final decision regarding implementation of a minimum mesh size requirement will be forthcoming.

(16 U.S.C. 1801 *et seq.*)

Signed at Washington, D.C., this the 19th day of December, 1979.

Winfred H. Meibohm,

Executive Director, National Marine Fisheries Service.

[FR Doc. 79-39866 Filed 12-31-79; 8:45 am]
BILLING CODE 3510-22-M

Notices

Federal Register
Vol. 45, No. 1
Wednesday, January 2, 1980

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

U.S. ARMS CONTROL AND DISARMAMENT AGENCY

General Advisory Committee; Meeting

Notice is hereby given in accordance with section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. App. I, (the Act) and paragraph 8b of Office of Management and Budget Circular No. A-63 (Revised March 27, 1974) (the OMB Circular), that a meeting of the General Advisory Committee (GAC) is scheduled to be held on January 10, 1980 from 10 a.m. to 6 p.m. and on January 11, 1980 from 8:30 a.m. to 12:30 p.m. at 2201 C Street, NW, Washington, D.C., in Room 7516.

The purpose of the meeting is for the GAC to receive briefings and hold discussion concerning arms control and related issues which will involve national security matters classified in accordance with Executive Order 12065, dated June 28, 1978.

The meeting will be closed to the public in accordance with the determination of December 21, 1979 made by the Director of the U.S. Arms Control and Disarmament Agency pursuant to Section 10(d) of the Act and paragraph 8d(2) of the OMB Circular that the meeting will be concerned with matters of the type described in 5 U.S.C. 552(b)(1). This determination was made pursuant to a delegation of authority from the Office of Management and Budget dated June 25, 1973, issued under the authority of Executive Order 11686 dated October 7, 1972 and continued by Executive Order 11769 dated February 21, 1974.

Dated: December 21, 1979.

Charles R. Oleszycki,

Advisory Committee Management Officer.

[FR Doc. 79-39958 Filed 12-31-79; 8:45 am]

BILLING CODE 6820-32-M

Hubert H. Humphrey Fellowship Competition

The U.S. Arms Control and Disarmament Agency will conduct a competition in 1980 for one year Hubert H. Humphrey Fellowships in arms control and disarmament. The fellowships will support unclassified doctoral dissertation research in the field. Law candidates for the Juris Doctor or any higher degree are also eligible, if they are writing a substantial paper in partial fulfillment of degree requirements. The fellowship stipends will be $4,600, plus tuition and fees for one year up to a maximum of $3,400. The application deadline for the awards, which are for the period beginning September, 1980, is March 15, 1980 and announcement of final selection will be on June 15, 1980. For information and application materials write: Hubert H. Humphrey Fellowship Program, Office of Public Affairs, U.S. Arms Control and Disarmament Agency, Washington, D.C. 20451.

Dated: December 21, 1979.

Walter L. Baumann,

Federal Register Liaison Officer.

[FR Doc. 79-39957 Filed 12-31-79; 8:45 am]

BILLING CODE 6820-32-M

DEPARTMENT OF AGRICULTURE

Forest Service

Grazing Fee System, Southern Region; Document Classification Correction

AGENCY: Forest Service, USDA.

ACTION: Document classification; correction.

SUMMARY: On November 7, 1979 the Forest Service published a document relating to procedures for implementing grazing fees for years 1980 through 1985 on certain national forests in the Southern Region. That document merely set forth a grazing fee structure that was incorrectly identified as final rulemaking. This document provides notice that FR Doc 79-34321 published at 44 FR 64406, November 7, 1979 was a general notice document and therefore should have been published in the Notices section of the Federal Register rather than the Rules and Regulations section.

FOR FURTHER INFORMATION CONTACT: Sam D. Halverson, U.S. Forest Service, 1720 Peachtree Road, N.W., Atlanta, Georgia 30309; Phone (404) 881-4569.

SUPPLEMENTARY INFORMATION: 1. FR Doc. 79-34321 published at 44 FR 64406, November 7, 1979 is corrected by changing the reference to "final rulemaking; rule, and final rule" in the Action, Summary and Supplementary Information to "Final Notice"; "Notice"; and "Final Notice"; respectively.

2. The heading of "36 CFR Part 222" is deleted.

R. N. Gashwiler,

Acting Director, Range, Timber and Wildlife.

[FR Doc. 79-39939 Filed 12-31-79; 8:45 am]

BILLING CODE 3410-11-M

Rights-of-Way Corridor Planning; Meeting

Notice is hereby given that a meeting will be held at which the Forest Service and the Bureau of Land Management will jointly describe and explain how rights-of-way and corridor issues and needs will be addressed through these agencies' land and resource management planning processes. Information will be provided on how these processes will be linked and be coordinated with planning activities of other public and private entities.

The meeting will be held as follows: February 22, 1980, 9:00 a.m., Auditorium, Utah Power and Light Co., 40 East First South, Salt Lake City, Utah.

The metting is open to the public, but is being convened primarily to benefit organizations, industries, public institutions and agencies which have, or which contemplate a need for, rights-of-way over, upon, under, or through public lands administered by the Forest Service and the Bureau of Land Management.

The agenda for the meeting is as follows:

Introductions—
Forest Service and Bureau of Land Management Officials
Participants
Explanation of the Forest Service and Bureau of Land Management Planning Processes
Coordinating Rights-of-Way Planning between the Forest Service and the Bureau of Land Management, and With Others
Discussions, Questions, and Answers
Adjournment

Information about the meeting may be obtained by writing to the Director, Land Management Planning, USDA,

Forest Service, P.O. Box 2417, Washington, D.C. 20013, or by phoning Lawrence W. Hill, Forest Service, at 202–426–9649.

Dated: December 27, 1979.

Dauglas R. Leisz,

Acting Chief, Forest Service.

[FR Doc. 79–39898 Filed 12–31–79; 8:45 am]

BILLING CODE 3410–11–M

CIVIL AERONAUTICS BOARD

[Dockets 33363, 36489, and 36490]

Former Large Irregular Air Service Investigation; Applications of Four Seas Airlines, Inc.; Hearing

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on January 29, 1980, at 10:00 a.m. (local time) in Room 1003, Hearing Room D, Universal Building North, 1875 Connecticut Avenue, N.W., Washington, D.C., before the undersigned Administrative Law Judge.

Dated at Washington, D.C., December 26, 1979.

William H. Dapper,

Administrative Law Judge.

[FR Doc. 79–39943 Filed 12–31–79; 8:45 am]

BILLING CODE 6320–01–M

[Dockets 33363, 35493, and 35494]

Former Large Irregular Air Service Investigation; Applications of Tourlite International, Inc.; Hearing

Notice is herby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on January 17, 1980, at 10:00 a.m. (local time) in Room 1003, Hearing Room B, Universal Building North, 1875 Connecticut Avenue, N.W., Washington, D.C., before the undersigned Administrative Law Judge.

Dated at Washington, D.C., December 26, 1979.

William H. Dapper,

Administrative Law Judge.

[FR Doc. 79–39944 Filed 12–31–79; 8:45 am]

BILLING CODE 6320–01–M

Japan Travel Bureau d/b/a, Japan Travel Bureau International, Inc.; Order To Show Cause

AGENCY: Civil Aeronautics Board.

ACTION: Notice of Order to Show Cause: Order 79–12–126.

SUMMARY: The Board proposes to approve the following application: Applicant: Japan Travel Bureau d/b/a Japan Travel Bureau International, Inc. Application Date: October 19, 1978. Authority Sought: Permit to operate as a foreign indirect air carrier of persons for all types of tours and charters.

OBJECTIONS: All interested persons having objections to the Board's tentative findings and conclusions that this authority should be granted, as described in the order cited above, shall file a statement of such objections No Later Than January 18, 1980 with the Civil Aeronautics Board (20 copies) and mail copies to the applicant, the Department of Transportation, the Department of State, and the Ambassador of Japan, in Washington, D.C. A statement of objections must cite the docket number and must include a summary of testimony, statistical data, or other such supporting evidence.

If no objections are filed, the Secretary of the Board will enter an order which will, subject to disapproval by the President, make final the Board's tentative findings and conclusions and issue the proposed permit or certificate.

ADDRESSES FOR OBJECTIONS: Docket 33719, Docket Section, Civil Aeronautics Board, Washington, D.C. 20428. Japan Travel Bureau d/b/a Japan Travel Bureau International, Inc., c/o Carol Lyttle, Jr., 522 Fifth Avenue, New York, NY 10036.

To get a copy of the complete order, request it from the C.A.B. Distribution section, Room 516, 1825 Connecticut Avenue N.W., Washington, D.C. 20428. Persons outside the Washington metropolitan area may send a postcard request.

For further information, contact Regulatory Affairs Division, Bureau of International Aviation, Civil Aeronautics Board; (202) 673–5407.

By the Civil Aeronautics Board: December 20, 1979.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 79–39888 Filed 12–31–79; 8:45 am]

BILLING CODE 6320–01–M

Seattle-San Francisco/Los Angeles/ San Diego Show-Cause Proceeding

AGENCY: Civil Aeronautics Board.

ACTION: Notice of Order 79–12–133. *Seattle-San Francisco/Los Angeles/San Diego Show-Cause Proceeding,* Docket 36116.

SUMMARY: The Board is proposing to grant the applications of Alaska Airlines in Docket 32716, Continental Air Lines in Docket 32768, Pan American World Airways in Docket 36274, Texas International Airlines in Docket 36264, and Wien Air Alaska in Docket 36249 and that of any other applicant whose fitness can be established by officially noticeable data, as well as for certificates of public convenience and necessity authorizing the operation of air transportation services between and among Seattle/Tacoma, San Francisco, San Jose, Los Angeles, Ontario, Burbank, Long Beach and San Diego. The full text of this order is available as noted below.

DATES: All interested persons having objections to the Board issuing an order making final the tentative findings and conclusions shall file by January 30, 1980, a statement of objections together with a summary of testimony, statistical data, and other material expected to be relied upon to support the stated objections. Such filings shall be served upon all parties listed below.

ADDRESSES: Objections to the issuance of a final order should be filed in the Dockets Section, Civil Aeronautics Board, Washington, D.C. 20428, in Docket 36116, which we have entitled the *Seattle-San Francisco/Los Angeles/ San Diego Show-Cause Proceeding.*

In addition, copies of such filings should be served on Air California, Alaska Airlines, American Airlines, Braniff Airways, Continental Air Lines, Eastern Air Lines, Hughes Air Corp. d/b/a Hughes Airwest, National Airlines, Northwest Airlines, Ozark Air Lines, Pacific Southwest Airlines, Pan American World Airways, Republic Airlines, Texas International Airlines, Trans World Airlines, United Air Lines, U S Air, Inc. d/b/a USAir, Western Air Lines, Wien Air Alaska, the Mayor of Seattle/Tacoma, Wash., and the Manager, Seattle International Airport, the Mayor of San Francisco, Calif., and the Manager, San Francisco International Airport, the Mayor of Oakland, Calif., and the Manager, Oakland International Airport, the Mayor of San Jose, Calif., and the Manager, San Jose Municipal Airport, the Mayor of Los Angeles, Calif., and the Managers of Los Angeles International Airport and Ontario International Airport, the Director—Airport Services, Burbank Airport (attention: Mr. V. M. Butler), the Mayor of Long Beach, Calif., and the Manager, Long Beach Airport, the Mayor of San Diego, Calif., and the Manager, San Diego International Airport, the Alaskan Transportation Commission, the Greater Ketchikan Chamber of Commerce, Ketchikan Gateway Bureau, Seattle Parties (Port of Seattle Commission, etc.), State of Alaska, State of California, Public Utilities Commission of the State of California, and the County of Orange,

Calif. (c/o Civic Center Plaza, P.O. Box 1319, Santa Ana, Calif.).

FOR FURTHER INFORMATION CONTACT: Joseph Bolgnesi, Bureau of Domestic Aviation, Civil Aeronautics Board, 1825 Connecticut Avenue, N.W., Washington, D.C. 20428; (202) 673-5057.

SUPPLEMENTARY INFORMATION: The complete text of Order 79-12-133 is available from our Distribution Section, Room 516, 1825 Connecticut Avenue, N.W., Washington, D.C. Persons outside the metropolitan area may send a postcard request for Order 79-12-133 to the Distribution Section, Civil Aeronautics Board, Washington, D.C. 20428.

By the Civil Aeronautics Board: December 20, 1979.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 79-39887 Filed 12-31-79; 8:45 am]

BILLING CODE 6320-01-M

DEPARTMENT OF COMMERCE

Industry and Trade Administration

Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee; Partially Closed Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act, as amended, 5 U.S.C. App. (1976), notice is hereby give that a meeting of the Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee will be held on Wednesday, January 23, 1980, at 9:30 a.m. in Room 3708, Main Commerce Building, 14th Street and Constitution Avenue, N.W., Washington, D.C.

The Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee was initially established on January 3, 1973. On December 20, 1974 January 13, 1977, and August 28, 1978, the Assistant Secretary for Administration approved the recharter and extension of the Committee, pursuant to Section 5(c)(1) of the Export Administration Act of 1969, as amended, 50 U.S.C. App. Sec. 2404(c)(1) and the Federal Advisory Committee Act.

The Committee advises the Office of Export Administration, Bureau of Trade Regulation, with respect to questions involving (a) technical matters, (b) worldwide availability and actual utilization of production technology, (c) licensing procedures which affect the level of export controls applicable to computer peripherals, components and related test equipment, including technical data or other information related thereto, and (d) exports of the aforementioned commodities and technical data subject to multilateral controls in which the United States participates including proposed revisions of any such multilateral controls.

The Committee meeting agenda has four parts:

General Session

1. Opening remarks by the Chairman.
2. Presentation of papers or comments by the public.
3. Subcommittee reports: (A) Memory and Media, (B) Foreign Availability, (C) Display and Terminals, and (D) Export Regulations.

Executive Session

4. Discussion of matters properly classified under Executive Order 11652 or 12065, dealing with the U.S. and COCOM control program and strategic criteria related thereto.

The General Session of the meeting is open to the public, at which a limited number of seats will be available. To the extent time permits members of the public may present oral statements to the Committee. Written statements may be presented at any time before or after the meeting.

With respect to agenda item (4), the Assistant Secretary of Commerce for Administration, with the concurrence of the delegate of the General Counsel, has formally determined, pursuant to Section 10(d) of the Federal Advisory Committee Act, as amended by Section 5(c) of the Government in the Sunshine Act, Pub. L. 94-409, that the matters to be discussed in the Executive Session should be exempt from the provisions of the Federal Advisory Committee Act relating to open meetings and public participation therein, because the Executive Session will be concerned with matters listed in 5 U.S.C. 552b(c)(1). Such matters are specifically authorized under criteria established by an Executive Order to be kept secret in the interest of national defense or foreign policy. All materials to be reviewed and discussed by the Committee during the Executive Session of the meeting have been properly classified under Executive Order 11652 or 12065. All Committee members have appropriate security clearances.

The complete Notice of Determination to close meetings or portions thereof of the series of meetings of the Computer Peripherals, Components and Related Test Equipment Technical Advisory Committee and of any subcommittees thereof, was published in the Federal Register on September 14, 1978 (43 FR 41071).

Copies of the minutes of the General Session will be available by calling Mrs. Margaret Cornejo, Policy Planning Division, Office of Export Administration, U.S. Department of Commerce, Washington, D.C. 20230, phone 202-377-2583.

For further information contact Mrs. Cornejo either in writing or by phone at the address or number shown above.

Dated: December 27, 1979.

Kent Knowles,

Director, Office of Export Administration, Bureau of Trade Regulation, U.S. Department of Commerce.

[FR Doc. 79-39947 Filed 12-31-79; 8:45 am]

BILLING CODE 3510-25-M

Electronic Instrumentation, Technical Advisory Committee; Partially Closed Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act, as amended, 5 U.S.C. App. 10(a)(2) (1976), notice is hereby given that a meeting of the Electronic Instrumentation Technical Advisory Committee will be held on Wednesday, January 22, 1980, at 9:30 a.m. in Room 3708, Main Commerce Building, 14th Street and Constitution Avenue, NW., Washington, D.C.

The Electronic Instrumentation Technical Advisory Committee was initially established on October 23, 1973. On October 7, 1975, October 21, 1977, and August 28, 1978, the Assistant Secretary for Administration approved the recharter and extension of the Committee pursuant to Section 5(c)(1) of the Export Administration Act of 1969, as amended, 50 U.S.C. App. Section 2404(c)(1) and the Federal Advisory Committee Act.

The Committee advises the Office of Export Administration with respect to questions involving (A) technical matters, (B) worldwide availability and actual utilization of production technology, (C) licensing procedures which affect the level of export controls applicable to electronic instrumentation, including technical data or other information related thereto, and (D) exports of the aforementioned commodities and technical data subject to multilateral controls in which the United States participates, including proposed revisions of any such multilateral controls.

The Committee meeting agenda has six parts:

General Session

(1) Opening remarks by the Chairman.
(2) Presentation of papers or comments by the public.
(3) Comments on modified Commodity Controled List entry on computers as related to automatic test equipment (ATE).
(4) Effects of ATE on production capacity.

(5) Definition of ATE as it relates to Electronic Instrumentation Technical Advisory Committee.

Executive Session

(6) Discussion of matters properly classified under Executive Order 11652 or 12065, dealing with the U.S. and COCOM control program and strategic criteria related thereto.

With respect to agenda item (6), the Assistant Secretary for Administration, with the concurrence of the delegate of the General Counsel, formally determined on September 6, 1978, pursuant to Section 10(d) of the Federal Advisory Committee Act, as amended by Section 5(c) of the Government In The Sunshine Act, Pub. L. 94–409, that the matters to be discussed in the Executive Session should be exempt from the provisions of the Federal Advisory Committee Act relating to open meetings and public participation therein, because the Executive Session will be concerned with matters listed in 5 U.S.C. 552b(c)(1). Such matters are specifically authorized under criteria established by an Executive Order to be kept secret in the interests of the national defense or foreign policy. All materials to be reviewed and discussed by the Committee during the Executive Session of the meeting have been properly classified under Executive Order 11652 or 12065. All Committee members have appropriate security clearances.

The complete Notice of Determination to close meetings or portions thereof of the series of meetings of the Electronic Instrumentation Technical Advisory Committee and of any subcommittees thereof was published in the Federal Register on December 27, 1978 (43 FR 60328).

Copies of the minutes of the open portions of the meeting will be available by calling Mrs. Margaret Cornejo, Policy Planning Division, Office of Export Administration, Industry and Trade Administration, Room 1617M, U.S. Department of Commerce, Washington, D.C. 20230, telephone: A/C 202–377–2583.

FOR FURTHER INFORMATION CONTACT:

Mrs. Cornejo, either in writing or by phone at the address or number shown above.

Dated: December 27, 1979.

Kent N. Knowles,

Director, Office of Export Administration, Bureau of Trade Regulation, U.S. Department of Commerce.

[FR Doc. 79-39945 Filed 12-31-79; 8:45 am]

BILLING CODE 3510-25-M

Meeting of the Management-Labor Textile Advisory Committee; Correction

December 26, 1979.

In FR 79–38179, appearing at page 72209 in the issue for Thursday, December 13, 1979, the time of the meeting to be held on January 23, 1980, should have been 1:30 p.m., instead of 10:30 a.m.

Paul T. O'Day,

Acting Chairman, Committee for the Implementation of Textile Agreements.

[FR Doc. 79-39931 Filed 12-31-79; 8:45 a.m.]

BILLING CODE 3510-25-M

Telecommunications Equipment, Technical Advisory Committee; Partially Closed Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act, as amended, 5 U.S.C. App. (1976), notice is hereby given that a meeting of the Telecommunications Equipment Technical Advisory Committee will be held on Thursday, January 24, 1980, at 10:00 a.m. in Room 1851, Main Commerce Building, 14th Street and Constitution Avenue, N.W., Washington, D.C.

The Telecommunications Equipment Technical Advisory Committee was initially established on April 5, 1973. On March 12, 1975, March 16, 1977, and August 28, 1978, the Assistant Secretary for Administration approved the recharter and extension of the Committee pursuant to Section 5(c)(1) of the Export Administration Act of 1969, as amended, 50 U.S.C. App. Sec. 2404(c)(1) and the Federal Advisory Committee Act.

The Committee advises the Office of Export Administration with respect to questions involving (A) technical matters, (B) worldwide availability and actual utilization of production technology, (C) licensing procedures which affect the level of export controls applicable to telecommunications equipment, including technical data or other information related thereto, and (D) exports of the aforementioned commodities and technical data subject to multilateral controls in which the United States participates including proposed revisions of any such multilateral controls.

The Committee meeting agenda has five parts:

General Session

1. Opening remarks by the Chairman.
2. Presentation of papers or comments by the public.
3. Nomination and election of a new chairman.
4. Discussion of work assignments for the annual report.

Executive Session

5. Discussion of matters properly classified under Executive Order 11652 or 12065, dealing with the U.S. and COCOM control program and strategic criteria related thereto.

The General Session of the meeting is open to the public, at which a limited number of seats will be available. To the extent time permits, members of the public may present oral statements to the Committee. Written statements may be submitted at any time before or after the meeting.

With respect to agenda item (5) the Assistant Secretary of Commerce for Administration, with the concurrence of the delegate of the General Counsel, formally determined on September 6, 1978, pursuant to Section 10(d) of the Federal Advisory Committee Act, as amended by Section 5(c) of the Government in the Sunshine Act, Pub. L. 94–409, that the matters to be discussed in the Executive Session should be exempt from the provisions of the Federal Advisory Committee Act relating to open meetings and public participation therein, because the Executive Session will be concerned with matters listed in 5 U.S.C. 552b(c)(1). Such matters are specifically authorized under criteria established by an executive order to be kept secret in the interest of national defense or foreign policy. All materials to be reviewed and discussed by the Committee during the Executive Session of the meeting have been properly classified under Executive Order 11652 or 12065. All Committee members have appropriate security clearances.

The complete Notice of Determination to close meeting or portions thereof the series of meetings of the Telecommunications Equipment Technical Advisory Committee and of any subcommittees thereof, was published in the Federal Register on September 26, 1978 (43 FR 43531).

Copies of the minutes of the General Session will be available by calling Mr. Margaret Cornejo, Policy Planning Division, Office of Export Administration, Industry and Trade Administration, U.S. Department of Commerce, Washington, D.C. 20230, phone 202–377–2583.

FOR FURTHER INFORMATION CONTACT:

Mrs. Cornejo either in writing or by phone at the address or number shown above.

Dated: December 27, 1979.

Kent Knowles,

Director, Office of Export Administration, Bureau of Trade Regulation, U.S. Department of Commerce.

[FR Doc. 79-39948 Filed 12-31-79; 8:45 am]

BILLING CODE 3510-22-M

National Oceanic and Atmospheric Administration

Western Pacific Fishery Management Council's Scientific and Statistical Committee; Public Meeting

AGENCY: National Marine Fisheries Service, NOAA.

SUMMARY: The Western Pacific Fishery Management Council, established by Section 302 of the Fishery Conservation and Management Act of 1976 (Pub. L. 94-265), has established a Scientific and Statistical Committee (SSC), which will meet to review fishery management plans for the Billfish and Spiny Lobster fisheries and conduct other committee business.

DATES: The meeting will convene on Tuesday, January 15, Wednesday, January 16, 1980, at 9 a.m. and will adjourn at 5 p.m. on both days. The meeting is open to the public.

ADDRESS: The meeting will take place at the Pakalana Room, Ala Moana Hotel, Honolulu, Hawaii.

FOR FURTHER INFORMATION CONTACT: Western Pacific Fishery Management Council, Room 1608, 1164 Bishop Street, Honolulu, Hawaii 96813, Telephone: (808) 523-1368.

Dated: December 27, 1979.

Winfred H. Meibohm,

Executive Director, National Marine Fisheries Service.

[FR Doc. 79-39949 Filed 12-31-79; 8:45 am]

BILLING CODE 3510-22-M

Caribbean Fishery Management Council and Scientific and Statistical Committee and Advisory Panel; Public Meetings

AGENCY: National Marine Fisheries Service, NOAA.

SUMMARY: The Caribbean Fishery Management Council was established by Section 302 of the Fishery Conservation and Management Act of 1976 (Public Law 94-265), and the Council has established a Scientific and Statistical Committee (SSC) and an Advisory Panel (AP). The Council will meet to consider: (1) Final Draft Regulatory Analysis, Environmental Impact Statement (EIS)/Fishery Management Plan (FMP) and Draft Proposed Regulations for the Spiny Lobster FMP; (2) Second Working Draft FMP for Shallow-Water Reef Fishes; (3) Status Report regarding FMP's under development; (4) Scoping meetings for the Bait Fishes FMP; (5) The Council's Education and Information Program; (6) Administrative matters; and (7) Conduct other Council business. The SSC and AP will meet concurrently and/or jointly, if deemed convenient, to examine and provide recommendations to the Council on the final Draft Regulatory Analysis, Draft EIS and Proposed Regulations for the Spiny Lobster FMP, the Second Working Draft FMP for Shallow-Water Reef Fishes, on the development of a FMP for Bait Fishes, and on other Council related business.

DATES: The Council meeting will convene on Tuesday, January 22, 1980, at 3 p.m. and will adjourn on Thursday, January 24, 1980, at approximately 12 noon. The SSC and AP meetings will convene on Wednesday, January 16, 1980, at 9:30 a.m. and will adjourn at approximately 4:30 p.m. The meetings are open to the public.

ADDRESS: The meetings will take place at the Hotel Pierre, 105 De Diego Avenue, Santurce, Puerto Rico.

FOR FURTHER INFORMATION CONTACT: Caribbean Fishery Management Council, Suite 1108, Banco de Ponce Building, Hato Rey, Puerto Rico 00918, Telephone: (809) 753-4926.

Dated: December 27, 1979.

Winfred H. Meibohm,

Executive Director, National Marine Fisheries Service.

[FR Doc. 79-39948 Filed 12-31-79; 8:45 am]

BILLING CODE 3510-22-M

National Technical Information Service

Government-Owned Inventions; Availability for Licensing

The inventions listed below are owned by the U.S. Government and are available for domestic and possibly foreign licensing in accordance with the licensing policies of the agency-sponsors.

Copies of the patents cited are available from the Commissioner of Patents & Trademarks, Washington, DC 20231, for $.50 each. Requests for copies of patents must include the patent number.

Copies of the patent applications can be purchased from the National Technical Information Service (NTIS), Springfield, Virginia 22161 for $4.00 ($8.00 outside North American Continent). Requests for copies of patent applications must include the PAT-APPL number. Claims are deleted from patent application copies sold to the public to avoid premature disclosure in the event of an interference before the Patent and Trademark Office. Claims and other technical data will usually be made available to serious prospective licensees by the agency which filed the case.

Requests for licensing information on a particular invention should be directed to the address cited for the agency-sponsor.

Douglas J. Campion,

Patent Program Coordinator, National Technical Information Service.

U.S. Department of Agriculture, Research Agreements and Patent Branch General Service Division, Federal Building, Agricultural Research Service, Hyattsville, MD 20782

Patent Application 6-043,974: Apparatus for Planting Seeds, Filed May 30, 1979.

Patent Application 6-043,975: Process for Improving the Palatability of Straw for Animal Feed. Filed May 30, 1979.

U.S. Department of Commerce, National Technical Information Service, Office of Government Inventions & Patents, Springfield, VA 22161

Patent Application 6-029,242: Method and Apparatus for Measuring Electrostatic Charge Density. Filed April 11, 1979.

Patent Application 6-051,922: Smolder and Flame Resistant Insulation Materials, Composition and Method. Filed June 25, 1979.

U.S. Department of Health, Education, and Welfare, National Institutes of Health, Chief, Patent Branch, Westwood Building, Bethesda, MD 20205

Patent Application 6-022,219: Method and Apparatus for Traversing Blood Vessels. Filed March 19, 1979.

Patent Application 939,649: Iodinatable Bile Salts. Filed September 1, 1978.

National Aeronautics and Space Administration, Assistant General Counsel for Patent Matters, NASA Code GP-2, Washington, DC 20546

Patent Application 6-039,031: A Scannable Beam-Forming Interferometer Antenna Array System. Filed May 14, 1979.

Patent Application 6-041,141: Large Volume Multiple Path Nuclear Pumped Laser. Filed May 21, 1979.

Patent Application 6-051,269: Low Current Linearization of Magnetic Amplifier for DC Transformer. Filed June 22, 1979.

Patent Application 6-051,276: Push-Pull Converter With Energy Saving Circuit for Protecting Switching Transistors From Peak Power Stress. Filed June 22, 1979.

Patent Application 6-053 572: Echo Tracker/Range Finder for Radars and Sonars. Filed June 29, 1979.

Patent 4,154,230: Biomedical Ultrasonoscope. Filed September 30, 1976: Patented May 29, 1979. Not available NTIS.

Patent 4,156,309: Method of Construction of a Multi-Cell Solar Array. Filed December 23,

1977: Patended May 29, 1979, Not available NTIS.
Patent 4,156,309: Method of Construction of a Multi-Cell Solar Array. Filed December 23, 1977: Patented May 29, 1979. Not available NTIS.
Patent 4,156,548: Magnetic Suspension and Pointing System. Filed February 27, 1976: Patented May 29, 1979. Not available NTIS.
Patent 4,156,752: Fire Protection Covering for Small Diameter Missiles. Filed November 25, 1977: Patented May 29, 1979. Not available NTIS.
Patent 4,156,971: Contour Measurement System. Filed November 3, 1977: Patented June 5, 1979. Not available NTIS.
Patent 4,158,742: General Purpose Rocket Furnace. Filed November 30, 1976: Patented June 19, 1979. Not available NTIS.
Patent 4,158,895: Prosthesis Coupling. Filed February 9, 1978: Patented June 26, 1979. Not available NTIS.
Patent 4,159,366: Electrochemical Cell for Rebalancing Redox Flow System. Filed June 9, 1978: Patented June 26, 1979. Not available NTIS.

[FR Doc. 79-39873 Filed 12-31-79; 8:45 am]
BILLING CODE 3510-04-M

Office of the Secretary

Notice of Termination

The purpose of this Notice is to announce the termination of the U.S. INMARSAT (International Maritime Satellite) Preparatory Committee Working Group, effective December 15, 1979.

The Office of Telecommunications Policy (OTP) initially established the Working Group on October 15, 1976, under the provisions of the Federal Advisory Committee Act. By Executive Order 12046, effective March 26, 1978, OTP was abolished and its functions were transferred to the Department of Commerce.

The Working Group advised the Secretary of Commerce on issues under consideration by the INMARSAT Preparatory Committee, which was an internationally based committee created to conduct economic and technical studies to prepare draft organizational structure and financial and staff regulations for the INMARSAT Organization.

The Preparatory Committee has completed its mission and accordingly, there is no further need for an advisory Working Group.

Persons desiring further information concerning the Working Group's termination may contact Mr. Cloyd Dodson, Committee Liaison Officer, Room 790 M, National Telecommunications and Information Administration, Washington, D.C. 20230, telephone (202) 377-1800, or Mrs. Yvonne Barnes, Committee Management Analyst, Room 5317, U.S. Department of Commerce, Washington, D.C. 20230, telephone (202) 377-4217.

Dated: December 26, 1979.

Guy W. Chamberlin Jr.,
Deputy Assistant Secretary for Administration.

[FR Doc. 79-39935 Filed 12-31-79; 8:45 am]
BILLING CODE 3510-17-M

Reimers Electra Steam, Inc.; Order

The Bureau of Trade Regulation, Department of Commerce, having determined to initiate administrative proceedings pursuant to Section 11(c) of the Export Administration Act of 1979 (Pub. L. 96-72, to be codified at 50 U.S.C. App. 2401, *et seq.*) (the Act) against Reimers Electra Steam, Inc. (Reimers) based on allegations that Reimers violated Section 4A(a)(1)(D) of the Export Administration Act of 1969, as amended [50 U.S.C. App. 2403-1a(a)(1)(D) (1976 & Supp. I 1977)] and § 369.2(d) of the Export Administration Regulations [15 CFR 369.2(d)(1979)]; and

The Department and Reimers having entered into a Consent Agreement whereby Reimers has agreed to settle this matter by payment of a civil penalty in the amount of $5,000 and to undertake certain corrective measures to ensure compliance with the Antiboycott Provisions of the Export Administration Regulations; and

The Deputy Assistant Secretary for Trade Regulation having approved the terms of the Consent Agreement in complete settlement of the matter;

It is Therefore Ordered, that

First, Reimers, within 20 days of the service of this Order, pay to the Department, pursuant to Section 11(c)(1) of the Act, a civil penalty in the amount of $5,000;

Second, Reimers undertake the following corrective measures to ensure its future compliance with the antiboycott provisions of the Export Administration Regulations;

a. Promptly issue to all its employees, agents and representatives, written instructions directing strict compliance with the Regulations, and promptly after their issuance provide such persons with notice of all material changes and interpretations which may be issued by the Department with respect to the Regulations;

b. Promptly institute an internal reporting system for the purposes of expeditiously identifying and bringing to the attention of appropriate Reimers management all boycott-related requests. This system shall provide for prompt reporting to appropriate Reimers management of:

(1) All Reimers transactions involving customers in the countries identified on the U.S. Treasury Department list of countries deemed to be cooperating with the Arab boycott of Israel; and

(2) All transactions with customers in a country not included in (1) above as soon as Reimers determines that its customers in such country are making boycott-related requests; and

Third, the Consent Agreement, the proposed Charging Letter and this Order be made public.

Entered this date December 13, 1979.

Stanley J. Marcuss,
Deputy Assistant Secretary for Trade Regulation.

[FR Doc. 79-39680 Filed 12-31-79; 8:45 am]
BILLING CODE 3510-25-M

COPYRIGHT ROYALTY TRIBUNAL

Coin-Operated Phonorecord Players; Royalty Adjustment Proceeding

January 1, 1980.

In accordance with 17 USC 804, notice is hereby given of the commencement by the Copyright Royalty Tribunal of proceedings concerning the adjustment of the royalty rate provided in 17 USC 116 pertaining to the public performance of certain musical works by means of coin-operated phonorecord players (jukeboxes).

This proceeding will be conducted according to the Tribunal's Rules of Procedure.

Any motions concerning jurisdictional or legal question shall be submitted not later than February 1. Reply comments on any such motions shall be submitted not later than February 15.

Any economic or other studies to be introduced in the proceeding shall be prepared in accordance with Section 301.51 of the Tribunal's Rules of Procedure and shall be submitted not later than February 15. Reply comments on any such studies shall be submitted not later than February 25.

The Tribunal will commence the hearings on the substantive aspects of this proceeding on March 4, 1980 and the hearings will continue on such subsequent days as are necessary.

Any items filed with the Tribunal shall be addressed to Chairman, Copyright Royalty Tribunal, 1111 20th St. NW., Room 450, Washington, D.C. 20036.

Mary Lou Burg,
Chairman, Copyright Royalty Tribunal.

[FR Doc. 79-39718 Filed 12-31-79; 8:45 am]
BILLING CODE 1410-01-M

Compulsory License for Making and Distributing Phonorecords; Royalty Adjustment Proceeding

January 1, 1980.

In accordance with 17 USC 804, notice is hereby given of the commencement by the Copyright Royalty Tribunal of proceedings concerning the adjustment of the royalty rate provided in 17 USC 115 pertaining to the compulsory license for making and distributing phonorecords (mechanical royalty).

This proceeding will be conducted according to the Tribunal's Rules of Procedure.

Any motions concerning jurisdictional or legal questions shall be submitted not later than March 3, 1980. Reply comments on any such motions shall be submitted not later than March 20.

Any economic or other studies to be introduced in the proceeding shall be prepared in accordance with Section 301.51 of the Tribunal's Rules of Procedure and shall be submitted not later than April 1. Reply comments on any such studies shall be submitted not later than April 21.

The Tribunal will commence the hearings on the substantive aspects of this proceeding on April 28, 1980 and the hearings will continue on such subsequent days as are necessary.

Any items filed with the Tribunal shall be addressed to Chairman, Copyright Royalty Tribunal, 1111 20th St. NW., Room 450, Washington, D.C. 20036.

Mary Lou Burg,

Chairman, Copyright Royalty Tribunal.

[FR Doc. 79-39719 Filed 12-31-79; 8:45 am]

BILLING CODE 1410-01-M

Compulsory License for Secondary Transmissions by Cable Systems; Royalty Adjustment Proceeding

January 1, 1980.

In accordance with 17 USC 804, notice is hereby given of the commencement by the Copyright Royalty Tribunal of the proceedings authorized by Sections 801(b)(2) (A) and (D) concerning the adjustment of royalty rates and gross receipts limitations established in 17 USC 111 pertaining to secondary transmissions by cable systems.

This proceeding will be conducted according to the Tribunal's Rules of Procedure.

Any motions concerning jurisdictional or legal questions shall be submitted not later than May 1, 1980. Reply comments on any such motions shall be submitted not later than May 19.

Any economic or other studies to be introduced in the proceeding shall be prepared in accordance with Section 301.51 of the Tribunal's Rules of Procedure and shall be submitted not later than May 19. Reply comments on any such studies shall be submitted not later than June 2.

The Tribunal will commence the hearings on the substantive aspects of this proceeding on June 17, 1980 and the hearings will continue on such subsequent days as are necessary.

Any items filed with the Tribunal shall be addressed to Chairman, Copyright Royalty Tribunal, 1111 20th St. NW., Room 450, Washington, D.C. 20036.

Mary Lou Burg,

Chairman, Copyright Royalty Tribunal.

[FR Doc. 79-39717 Filed 12-31-79; 8:45 am]

BILLING CODE 1410-01-M

DEPARTMENT OF DEFENSE

Department of the Army

Armed Forces Epidemiological Board; Open Meeting

1. In accordance with Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463) announcement is made of the following committee meeting: Name of Committee: Armed Forces Epidemiological Board. Date of Meeting: 23, 24 and 25 January 1980.

Time: 0830-1700, 23 January; 0830-1700, 24 January; 0830-1400, 25 January.

Place: Seminar Five, School of Aerospace Medicine, Brooks Air Force Base, San Antonio, Texas.

Proposed Agenda: Agenda items for the meeting include reports on the preventive medicine activities of the Army, Navy and Air Force, discussion of current smallpox immunization programs in the services, discussion of rubella and rubeola immunizations in the services and a briefing and tour of the Brooke Army Medical Center Burn Unit and the School of Aerospace Medicine.

2. This meeting will be open to the public, but limited by space accommodations. Any interested person may attend, appear before, or file statments with the committee at the time and in the manner permitted by the committee. Interested persons wishing to participate should advise the Executive Secretary, DASG-AFEB, Room 1B472 Pentagon, Washington, DC 20310.

Dated: December 21, 1979.

C. W. Halverson,

CDR, MSC, USN, Executive Secretary.

[FR Doc. 79-39857 Filed 12-31-79; 8:45 am]

BILLING CODE 3710-08-M

Army Science Board; Closed Meeting

In accordance with Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), announcement is made of the following Committee meeting:

Name of the Committee: Army Science Board.

Dates of Meeting: 5-6 February 1980.

Place: Washington, DC (exact location can be determined by contacting Helen Pipon at 202 697-9703)

Time: 0800-1700 hours, 5-6 February 1980 (Closed)

Proposed Agenda: The ASB Anti-Tactical Ballistic Missile (ATBM) Ad Hoc Sub Group will hold follow-up classified discussions and receive briefings on the following issues: (a) Soviet tactical ballistic missile threat facing the field army, (b) Expectations over the next 5-10 years, (c) Various options, over the next 10-15 years, which could counter that threat, (d) Assessment of each option. This meeting will be closed to the public in accordance with Section 552b(c) of Title 5, U.S.C., specifically subparagraph (1) thereof. The classified and nonclassified matters to be discussed are so inextricably intertwined so as to preclude opening any portion of the meeting.

Robert F. Sweeney,

Lieutenant Colonel, GS, Executive Secretary.

[FR Doc. 79-39858 Filed 12-31-79; 8:45 am]

BILLING CODE 3710-08-M

Office of the Secretary

DoD Advisory Group on Electron Devices; Advisory Committee Meeting

Working Group A (Mainly Microwave Devices) of the DoD Advisory Group on Electron Devices (AGED) will meet in closed session on 17 January 1980 at Naval Electronics Systems Command, 2511 Jefferson Davis Highway, Washington, D.C. 20360.

The mission of the Advisory Group is to provide the Under Secretary of Defense for Research and Engineering, the Director, Defense Advanced Research Projects Agency and the Military Departments with technical advice on the conduct of economical and effective research and development programs in the area of electron devices.

The Working Group A meeting will be limited to review of research and development programs which the Military Departments propose to initiate with industry, universities or in their laboratories. This microwave device area includes programs on developments and research related to microwave tubes, solid state microwave, electronic warfare devices, millimeter

wave devices, and passive devices. The review will include classified program details throughtout.

In accordance with 5 U.S.C. App. 1, § 10(d)(1976), it has been determined that this Advisory Group meeting concerns matters listed in 5 U.S.C. § 552b(c)(1)(1976), and that accordingly, this meeting will be closed to the public.

H. E. Lofdahl,

Director, Correspondence and Directives, Washington Headquarters Services, Department of Defense.

December 19, 1979.

[FR Doc. 79-39889 Filed 12-31-79; 8:45 am]

BILLING CODE 3810-70-M

DEPARTMENT OF ENERGY

Economic Regulatory Administration

[ERA Dockets Nos. 50356-2903-01-41 and 50356-2903-02-41]

Bryan Municipal Light & Water; Decision and Order Granting Exemptions

The Economic Regulatory Administration (ERA) of the Department of Energy hereby issues this Decision and Order granting temporary public interest exemptions from the prohibitions of Section 301(a)(2) and (3) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.* This Decision and Order is issued pursuant to Section 311(e) of FUA, 10 CFR 501.68 and 10 CFR 508 to the Bryan Municipal Light and Water (petitioner).

The petitioner filed for these temporary public interest exemptions pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230, hereafter referred to as the Special Rule) with ERA on April 27, 1979. Notice of the petition and a proposed order granting these temporary exemptions was published in the May 11, 1979 Federal Register (44 FR 27668) with a request for public comments relating to the petition and the proposed order. Upon review of the public comments and the purposes of FUA, ERA has determined to grant the requested temporary public interest exemptions.

Based on the information provided by the petitioner, the powerplants listed in the table below are either prohibited by Section 301(a)(2) of FUA from using natural gas as a primary energy source or are prohibited from using natural gas as a primary energy source in excess of the average base year proportion allowed in Section 301(a)(3) of the Act. These temporary exemptions will allow these units to burn natural gas, notwithstanding the prohibitions of Section 301(a)(2) and (3) of FUA, to displace consumption of middle distillate fuel oil. The estimated amount and sulfur content of fuel oil to be displaced on a daily basis are as follows:

Generating station	Powerplant identification	Middle distillate fuel oil (barrels)	Percent sulfur content
Bryan (Bryan, Ohio)	CT 1	77	.26
	CT 6	15	.26

These powerplants will burn an estimated 193,373 MCF of natural gas annually which will result in an estimated displacement of 92 barrels of middle distillate fuel oil per day (33,630 barrels annually).

Statement of Reasons

Because petroleum products are in short supply, there is an urgent need to use these natural resources wisely.

To the extent that near-term choice of fuels for certain existing powerplants is limited to petroleum or natural gas, the use of natural gas is preferred over petroleum. The use of natural gas in these powerplants will be a significant step toward reducing our short-term oil consumption and will help the United States reduce its dependence on imported petroleum. This increased use of natural gas will also protect the Nation from the effects of any oil shortages, and will cushion the impact of increasing world oil prices, which have a detrimental effect on the Nation's balance of payments and domestic inflation rate.

To the extent that increased use of natural gas will accomplish these goals, it will reduce the importation of petroleum and further the goal of national energy self-sufficiency.

The petitioner has demonstrated that these powerplants, for which it is requesting temporary exemptions, are existing units that are either prohibited from using natural gas as a primary energy source by Section 301(a)(2) of FUA, or prohibited from using natural gas in excess of the average base year proportion allowed in Section 301(a)(3) of FUA.

The petitioner has also shown that the proposed use of natural gas as a primary energy source, to the extent that such use would be prohibited by Section 301(a) (2) or (3) of FUA, will displace consumption of middle distillate fuel oil, and will not displace the use of coal or any other alternate fuel in any facility of the petitioner's utility system, including the powerplants for which these temporary exemptions are issued.

By establishing these facts the petitioner has met the eligibility criteria set out in Section 508.2 of the Special Rule. Since the increased use of natural gas is in keeping with the purposes of FUA and is in the public interest, and since the petitioner has demonstrated that it has met the eligibility criteria, ERA is granting these temporary exemptions.

Duration of Temporary Exemptions

ERA grants these temporary public interest exemptions for a period of five years. The temporary exemptions are subject to termination by ERA, upon six months written notice, if ERA determines such termination to be in the public interest.

Effective Date of Decision and Order

This Decision and Order shall become effective on the sixtieth calendar day following its publication in the Federal Register (March 3, 1980) in accordance with Section 702(a) of FUA. However, in accordance with the policy set forth in the notice implementing this Special Rule (44 FR 21230) ERA will take no action with respect to any natural gas used by these exempted powerplants between May 8, 1979, the effective date of FUA, and the date this Decision and Order becomes effective.

Terms and Conditions

Pursuant to Section 314 of FUA and 10 CFR 508.6, the temporary exemptions granted under this Decision and Order are conditioned upon, and shall remain in effect so long as the petitioner, its successors and assigns, complies with the following terms and conditions:

(1) Petitioner will report to ERA for the period from May 8, 1979, through December 31, 1979, and for each subsequent six-month period thereafter the actual monthly volumes of natural gas consumed in the exempted powerplants, and an estimate of the number of barrels of each type of fuel oil displaced.

(2) Petitioner will submit to ERA, within one year after the date this Decision and Order is issued, a system-wide fuel conservation plan to include the five year period covered by these temporary exemptions, including the means by which the petitioner will measure progress in implementing this plan.

(3) Petitioner will submit annually to ERA, commencing with the calendar year ending December 31, 1980, a report on progress achieved in implementing the five-year system-wide fuel conservation plan.

Issued in Washington, D.C. on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39844 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

[ERA Cases Nos. 50643-6025-04-82 and 50643-6025-05-82]

Commonwealth Edison Co.; Notice and Issuance of Proposed Prohibition Order

The Economic Regulatory Administration (ERA) of the Department of Energy hereby gives notice pursuant to Section 701(b) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA), 42 U.S.C. 8301 *et seq.*, of the issuance of the following proposed prohibition order which would prohibit the powerplants named below from burning natural gas or petroleum as their primary energy source.

Proposed Prohibition Order

Pursuant to the authority granted it by Section 301(b) of FUA, ERA issues this proposed prohibition order to the following powerplants owned by Commonwealth Edison Company (Commonwealth).

ERA No.	Generating station	Powerplant No.	mW	Location
50643-6025-04-82	Collins	4	530	Morris, IL
50643-6025-05-82	Collins	5	530	Do.

Statement of Basis and Rationale for Proposed Prohibition Order

ERA has issued regulations applicable to existing facilities, 10 CFR Part 504 (Regulations), to implement the prohibitions contained in Section 301(b) of Title III of FUA. Section 504.5 of the Regulations sets forth the basis upon which ERA will propose to prohibit by order the use of natural gas or petroleum as a primary energy source by a powerplant where ERA finds that the powerplant has or previously had the technical capability to use an alternate fuel as a primary energy source.

Commonwealth has reported to ERA that it estimates the potential oil displacement in converting Collins Units 4 and 5 to an alternate fuel (coal) is approximately 13,070 barrels of oil per day or 4,770,000 barrels annually assuming a utilization factor of 30 percent.

Finding of Technical Capability

In accordance with Section 301(b) of Title III of FUA and the Regulations, this proposed order is based on a finding by ERA that Commonwealth's Collins Units 4 and 5 have or previously had the technical capability to use an alternate fuel (coal) as a primary energy source. This finding is based upon ERA's review of certain information, including a cross-sectional diagram of Collins 4 and 5 that includes superheater and reheater tube spacing, provided to ERA by Commonwealth in a letter dated December 11, 1979. The technical capability finding is made in accordance with the requirements of Section 504.5(d) of the Regulations, taking into consideration the ability of the units, from the point of fuel intake, to physically sustain combustion of coal and maintain heat transfer as evidenced by the existing equipment. This finding also recognizes, in accordance with Section 504.5(d), that the Collins Units 4 and 5 are capable of burning coal, notwithstanding the fact that minor adjustments must be made to the powerplants before they can burn coal as their primary energy source or that air pollution control equipment may be required to meet air quality requirements.

Other Required Findings

Section 301(b) of FUA states that prior to the issuance of a final prohibition order ERA must also find that (1) the powerplants have the technical capability to use coal or another alternate fuel as a primary energy source, or they could have such capability without (A) substantial modification of the powerplants or (B) substantial reduction in the rated capacity of the powerplants; and (2) it is financially feasible for the powerplants to use coal or another alternate fuel as a primary energy source in such powerplants.

Proposed Prohibition Under Title III of FUA

Subject to the other required findings that ERA must make, ERA hereby proposes to prohibit Commonwealth's Collins Units 4 and 5 from burning petroleum or natural gas as their primary energy source.

Description of Prohibition Order Proceedings

Pursuant to Section 301 of FUA, ERA has promulgated Regulations applicable to the issuance of prohibition orders to existing facilities, a summary of which follows:

(1) ERA has performed its initial information gathering with respect to the question of technical capability to burn alternate fuels (coal) and has informed Commonwealth that it is considering issuance of a proposed prohibition order. ERA has also had informal discussions with Commonwealth concerning the issuance of a proposed prohibition order.

(2) ERA has made a finding that Collins Units 4 and 5 have or previously had the technical capability of using coal as their primary energy source. ERA is publishing this finding and proposed prohibition order in the Federal Register as required by Section 701(b) of FUA. In accordance with Section 301(b) of FUA, the proposed prohibition order is not required to contain, at this point in the proceeding, the other pertinent findings that ERA must make before a final prohibition order can be issued. These are (1) that the powerplants have the technical capability to use coal or another alternate fuel as a primary energy source, or they could have such capability without (A) substantial physical modification of the powerplants, or (B) substantial reduction in the rated capacity of the powerplants; and (2) that it is financially feasible for Commonwealth to use coal or another alternate fuel as a primary energy source in such powerplants.

(3) In accordance with Section 501.51(b)(3) of the regulations, a public comment period of at least three months is to commence after publication of the proposed prohibition order, during which period Commonwealth will be given an opportunity to challenge ERA's initial finding of technical capability contained in this proposed prohibition order. During this three month comment period, under Section 501.51(b)(3) of the Regulations, Commonwealth is required to furnish ERA with such additional evidence as is necessary to enable ERA to make the other statutory findings set forth above, which are required to be made by ERA prior to issuance of a final prohibition order. Commonwealth will also be required, during this period, to identify, but not to demonstrate its entitlement to, any exemptions for which collins Units 4 and 5 may qualify.

(4) Subsequent to the end of this initial three month comment period, ERA will issue a notice of whether ERA intends to proceed with the prohibition order proceeding. Within three months of the issuance of the notice of intention to proceed with the prohibition order, the owner or operator of the powerplants that may be subject to an order may demonstrate prior to issuance of a final prohibition order that the powerplants would qualify for an exemption if the prohibition had been established by rule.

(5) Subsequent to the end of the second three month period, ERA will, if it intends to issue a final prohibition order, prepare and publish a notice of availability of a tentative staff decision.

(6) Under the provisions of Section 701(d) of FUA, any interested person may request a public hearing on the proposed prohibition order. Under the Regulations, interested persons wishing a hearing must make their request in writing no later than 45 days after publication of the notice of availability of the tentative staff decision. If a hearing is requested, ERA shall provide interested persons with an opportunity to present oral data, views and arguments at a public hearing held in accordance with Subpart C of 10 CFR Part 501.

(7) At the hearing, if any, interested persons will have the opportunity to question the parties about ERA's proposed order and tentative staff decision, Commonwealth's showing on exemptions and rebuttal of ERA's proposed order, and ERA's rebuttal to any showing of potential qualification for exemption.

(8) After the hearing, if any, and the second three month period, ERA shall determine whether a final prohibition order will be issued based upon ERA's review of the entire administrative record. Copies of the final prohibition order, if issued, together with a summary of the basis therefor, will be published in the Federal Register. A final order shall not take effect earlier than sixty days after publication.

Comment and Public Hearing Procedures

ERA hereby also gives notice of the opportunity to submit written comments, views, and arguments by interested persons regarding this proposed prohibition order. Comments need not be limited to ERA's technical capability finding, but may include a discussion of all three statutory findings.

The initial comment period shall remain open for a period of three months after publication of this proposed order in the Federal Register, unless reduced at the request of the recipient of the proposed prohibition order pursuant to Section 501.51(b)(8). Notice of any such change during the time for public comment will be published in the Federal Register. Comments should make reference to the docket number set forth in this notice and proposed order. Comments should address the adequacy and validity of the findings and any other aspects or impacts of the proposed prohibition order believed to be relevant.

Written comments on the proposed prohibition order should be directed to Public Hearing Management (Case Nos. 50643-6025-04-82 and 50643-6025-05-82), U.S. Department of Energy, Box 4629, Room 3214, 2000 M Street NW., Washington, D.C. 20461, and should be received before 4:30 p.m. on March 21, 1980.

In accordance with 10 CFR 501.34, any interested person may request a public hearing on the proposed order. The request must include a description of the person's interest in the proposed prohibition order, an outline of the aniticipated content of the presentation to be made at the public hearing, and an address and telephone number where the person requesting the public hearing may be reached.

Comments and other documents submitted to DOE Public Hearing Management should be identified on the outside of the envelope in which they are transmitted and on the document itself with the designation "Proposed Prohibition Order for Collins Units 4 and 5." Fifteen copies should be submitted. All written comments, all oral presentations, and all other relevant information submitted to or available to ERA will be considered by ERA. Any information or data considered to be confidential by the person furnishing it must be so identified in writing in accordance with 10 CFR 303.9(f). ERA reserves the right to determine the confidential status of the information or data and to treat it in accordance with that determination.

For further information contact:

William L. Webb (Office of Public Information), Economic Regulatory Administration, Department of Energy, 2000 M Street NW., Room B-110, Washington, D.C. 20461, (202) 634-2170.
Robert L. Davies (Fuels Conversion-Program Office), Economic Regulatory Administration, Department of Energy, 2000 M Street NW., Room 3128L, Washington, D.C., 20461, (202) 634-6557.
Marx Elmer (Office of General Counsel), Department of Energy, 1000 Independence Avenue NW., Room 6G-087, Washington, D.C. 20585, (202) 252-2967.

Issued in Washington, D.C., December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39843 Filed 12-31-79; 8:45 am]
BILLING CODE 6450-01-M

[ERA Cases Nos. 51685-2516-01-82, 51685-2516-02-82, 51685-2516-03-82, and 51685-2516-04-82]

Long Island Lighting Co.; Notice and Issuance of Proposed Prohibition Orders

The Economic Regulatory Administration (ERA) of the Department of Energy hereby gives notice pursuant to Section 701(b) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA), 42 U.S.C. 8301 *et seq.*, of the issuance of the following proposed prohibition orders which would prohibit the powerplants named below from burning natural gas or petroleum as their primary energy source.

Proposed Prohibition Orders

Pursuant to the authority granted it by Section 301(b) of FUA, ERA issues these proposed prohibition orders to the following powerplants owned by Long Island Lighting Company, Mineola, New York (LILCO).

ERA No.	Generating station	Powerplant No.	mW	Location
51685-2516-01-82	Northport	1	387	Northport, N.Y.
51685-2516-02-82	Northport	2	387	Do.
51685-2516-03-82	Northport	3	387	Do.
51685-2516-04-82	Northport	4	387	Do.

Statement of Basis and Rationale for Proposed Prohibition Order

ERA has issued regulations applicable to existing facilities 10 CFR Part 504 (Regulations), to implement the prohibitions contained in Section 301(b) of Title III of FUA. Section 504.5 of the regulations sets forth the basis upon which ERA will propose to prohibit by order the use of natural gas or petroleum as a primary energy source by a powerplant where ERA finds that the powerplant has or previously had the technical capability to use an alternate fuel as a primary energy source.

LILCO reported to the Federal Energy Regulatory Commission (FPC Form 67), for the year ending December 31, 1978, that Northport Powerplants Nos. 1, 2, 3 and 4 burned an average of 32,329 barrels of oil per day (11,800,000 barrels annually). The potential oil displacement in converting Northport Powerplants Nos. 1, 2, 3 and 4 to an alternate fuel (coal) assuming a capacity factor of 70 percent is 37,500 barrels of oil per day (13,700,000 barrels annually).

Finding of Technical Capability

In accordance with Section 301(b) of Title III of FUA, these proposed orders are based on findings by ERA that LILCO's Northport Powerplants Nos. 1, 2, 3 and 4 have or previously had the technical capability to use an alternate fuel (coal) as a primary energy source. These findings are based upon information received by ERA and provided by LILCO that the units are capable of burning coal as an alternate fuel, including (1) a report, entitled "Supporting Information for Pre-Proposed Order Conference," prepared by LILCO, dated October 29, 1979, and (2) an original Procurement Specifications #NP3–2 dated April 1, 1970.

The technical capability findings are made in accordance with the requirements of Section 504.5(d) of the Regulations, taking into consideration the ability of the unit, from the point of fuel intake, to physically sustain combustion of coal and maintain heat transfer. These findings also recognize, in accordance with Section 504.5(d), that the Northport Powerplants Nos. 1, 2, 3 and 4 are capable of burning coal, notwithstanding the fact that minor adjustments must be made to the units before they may burn an alternate fuel (coal) as their primary energy source or that additional pollution control equipment may be necessary to meet air quality requirements.

Other Required Findings

Section 301(b) of FUA states that prior to the issuance of final prohibition orders ERA Must also find that (1) the powerplants have the technical capability to use coal or another alternate fuel as a primary energy source, or they could have such capability without (A) substantial modification of the powerplants or (B) substantial reduction in the rated capacity of the powerplants; and (2) it is financially feasible for the powerplants to use coal or another alternate fuel as the primary energy source in such powerplants.

Proposed Prohibition Order Under Title III of FUA

Subject to the other required findings that ERA must make, ERA hereby proposes to prohibit LILCO's Northport Powerplants Nos. 1, 2, 3 and 4 from burning petroleum or natural gas as their primary energy source.

Description of Prohibition Order Proceedings

Pursuant to Section 301 of FUA, ERA has promulgated regulations applicable to the issuance of prohibition orders to existing facilities, a summary of which follows:

(1) ERA has performed its initial information gathering with respect to the question of technical capability to burn alternate fuel (coal) and has informed LILCO that it is considering issuance of the proposed prohibition orders. ERA has also had informal discussions with LILCO concerning the issuance of the proposed prohibition orders.

(2) ERA has made findings that LILCO's Northport Powerplants Nos. 1, 2, 3 and 4 have or previously had the technical capability to use coal as their primary energy source. ERA Is publishing these findings and proposed prohibition orders in the Federal Register as required by Section 701(b) of FUA. In accordance with Section 301(b) of FUA, the proposed prohibition orders are not required to contain, at this point in the proceedings, the other pertinent findings that ERA must make before final prohibition orders can be issued. These are (1) that the powerplants have the technical capability to use coal or another alternate fuel as their primary energy source, or they could have such capability without (A) substantial physical modification of the powerplants, or (B) substantial reduction in the rated capacity of the powerplants; and (2) that it is financially feasible for LILCO to use coal or another alternate fuel as the primary energy source in such powerplants.

(3) In accordance with Section 501.51(b)(3) of the Regulations, a public comment period of at least three months is to commence after publication of the proposed prohibition orders, during which period LILCO will be given an opportunity to challenge ERA's initial findings of technical capability contained in these proposed prohibition orders. During this three month comment period, under Section 501.51(b)(3) of the Regulations LILCO is required to furnish ERA with such additional evidence as is necessary to enable ERA to make the other statutory findings set forth above, which are required to be made by ERA prior to issuance of final prohibition orders. LILCO will also be required, during this period, to identify, but not to demonstrate its entitlement to, any exemptions for which the Northport Powerplants Nos. 1, 2, 3 and 4 may qualify.

(4) Subsequent to the end of this initial three-month comment period, ERA will issue a notice of whether ERA intends to proceed with the prohibition orders proceedings. Within three months of the issuance of the notice of intention to proceed with the prohibition orders, the owner or operator of the powerplants that may be subject to the orders may demonstrate prior to issuance of the final prohibition orders that the powerplants would qualify for an exemption if the prohibitions had been established by rule.

(5) Subsequent to the end of the second three-month period, ERA will, if it intends to issue the final prohibition orders, prepare and publish a notice of availability of the tentative staff decision.

(6) Under the provisions of Section 701(d) of FUA, any interested person may request a public hearing on the proposed prohibition orders. Under the regulations, interested persons wishing a hearing must make their request in writing no later than 45 days after publication of the notice of availability of the tentative staff decision. If a hearing is requested, ERA shall provide interested persons with an opportunity to present oral data, views and arguments held in accordance with Subpart C of 10 CFR Part 501.

(7) At the hearing, if any, interested persons will have the opportunity to question the parties about ERA's proposed orders and tentative staff decision, LILCO's showing on any exemptions and rebuttal of ERA's proposed orders, and ERA's rebuttal to any showing of potential qualification for an exemption.

(8) After the hearing, if any, and the second three-month comment period,

ERA shall determine whether the final prohibition orders will be issued, based upon ERA's review of the entire administrative record. Copies of the final prohibition orders, if issued, together with a summary of the basis therefor, will be published in the Federal Register. Such orders shall not take effect earlier than sixty days after publication.

Comment and Public Hearing Procedures

ERA hereby also gives notice of the opportunity to submit written comments, views, and arguments by interested persons regarding these proposed prohibition orders. Comments need not be limited to ERA's technical capability findings, but may include a discussion of all three statutory findings.

The initial comment period shall remain open for a period of three months after publication of these proposed orders in the Federal Register, unless reduced at the request of the recipient of the proposed prohibition orders pursuant to 10 CFR Part 501.51(b)(8). Notice of any such change during the time for public comment will be published in the Federal Register. Comments should make reference to the docket numbers set forth in this notice and proposed orders. Comments should address the adequacy and validity of the findings and any other aspects or impacts of the proposed prohibition orders believed to be relevant. Written comments on the proposed prohibition orders should be directed to Public Hearing Management (Case Nos. 51685–2516–01–82, 51685–2516–02–82, 51685–2516–03–82, and 51685–2516–04–82), U.S. Department of Energy, Box 4629, Room 3214, 2000 M Street NW., Washington, D.C. 20461, and should be received before 4:30 p.m. on March 21, 1980.

In accordance with 10 CFR 501.34, any interested person may request a public hearing on the proposed orders. The request must include a description of the person's interest in the proposed prohibition orders, an outline of the anticipated content of the presentation to be made at the public hearing, and an address and telephone number where the person requesting the public hearing may be reached.

Comments and other documents submitted to DOE Public Hearing Management should be identified on the outside of the envelope in which they are transmitted and on the document itself with the designation "Proposed Prohibition Orders for the Northport Powerplants Nos. 1, 2, 3 and 4." Fifteen copies should be submitted. All written comments, all oral presentations, and all other relevant information submitted to or available to ERA will be considered by ERA. Any information or data considered to be confidential by the person furnishing it must be so identified in writing in accordance with 10 CFR 303.9(f). ERA reserves the right to determine the confidential status of the information or data and to treat it in accordance with that determination.

For further information contact:

William L. Webb (Office of Public Information), Economic Regulatory Administration, Department of Energy, 2000 M Street NW., Room B–110, Washington, D.C. 20461, (202) 634–2170.
Robert L. Davies (Fuels Conversion-Program Office), Economic Regulatory Administration, Department of Energy, 2000 M Street NW., Room 3128L, Washington, D.C. 20461, (202) 634–6557.
James Renjilian (Office of General Counsel), Department of Energy, 1000 Independence Avenue SW., Room 6G–087, Washington, D.C. 20585, (202) 252–2967.

Issued in Washington, D.C., December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79–39839 Filed 12–31–79; 8:45 a.m.]
BILLING CODE 6450–01–M

[ERA Docket Nos. 52181–2625–01–41; 52181–2625–02–41; 52181–2629–01–41; 52181–2629–02–41; 52181–2629–03–41; 52181–2629–04–41; and 52181–2629–05–41]

Orange and Rockland Utilities, Inc.; Decision & Order Granting Exemptions

The Economic Regulatory Administration (ERA) of the Department of Energy hereby issues this Decision and Order granting temporary public interest exemptions from the prohibitions of Section 301(a)(2) and (3) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.* This Decision and Order is issued pursuant to Section 311(e) of FUA, 10 CFR 501.68 and 10 CFR 508 to the Orange and Rockland Utilities, Inc. (petitioner).

The petitioner filed for these temporary public interest exemptions pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230, hereafter referred to as the Special Rule) with ERA on April 25, 1979. Notice of the petition and a proposed order granting these temporary exemptions was published in the May 11, 1979 Federal Register (44 FR 27668) with a request for public comments relating to the petition and the proposed order. Upon review of the public comments and the purposes of FUA, ERA has determined to grant the requested temporary public interest exemptions.

Based on the information provided by the petitioner, the powerplants listed in the table below are either prohibited by Section 301(a)(2) of FUA from using natural gas as a primary energy source or are prohibited from using natural gas as a primary energy source in excess of the average base year proportion allowed in Section 301(a)(3) of the Act. These temporary exemptions will allow these units to burn natural gas, notwithstanding the prohibitions of Section 301(a)(2) and (3) of FUA, to displace consumption of low sulfur residual fuel oil. The estimated amount an sulfur content of fuel oil to be displaced on a daily basis are as follows:

Generating station	Powerplant identification	Low sulfur residual fuel oil (barrels)	Percent sulfur content
Bowline Point (Haverstraw, New York).	No. 1	2,630	.37
	No. 2	2,630	.37
Lovett (Tompkins Cove, New York).	No. 1	60	.37
	No. 2	68	.37
	No. 3	55	.37
	No. 4	2,192	.37
	No. 5	2,466	.37

These powerplants will burn an estimated 16,602,000 MCF of natural gas annually which will result in an estimated displacement of 10,101 barrels of low sulfur residual fuel oil per day (3,687,000 barrels annually).

Statement of Reasons

Because petroleum products are in short supply, there is an urgent need to use these natural resources wisely.

To the extent that the near-term choice of fuels for certain existing powerplants is limited to petroleum or natural gas, the use of natural gas is preferred over petroleum. The use of natural gas in these powerplants will be a significant step toward reducing our short-term oil consumption and will help the United States reduce its dependence on imported petroleum. This increased use of natural gas will also protect the Nation from the effects of an oil shortages, and will cushion the impact of increasing world oil prices, which have a detrimental effect on the Nation's balance of payments and domestic inflation rate.

To the extent that increased use of natural gas will accomplish these goals, it will reduce the importation of petroleum and further the goal of national energy self-sufficiency.

The petitioner has demonstrated that these powerplants, for which it is requesting temporary exemptions, are

existing units that are either prohibited from using natural gas as a primary energy source by Section 301(a)(2) of FUA, or prohibited from using natural gas in excess of the average base year proportion allowed in Section 301(a)(3) of FUA. The petitioner has also shown that the proposed use of natural gas as a primary energy source, to the extent that such use would be prohibited by Section 301(a)(2) or (3) of FUA, will displace consumption of low sulfur residual fuel oil, and will not displace the use of coal or any other alternate fuel in any facility of the petitioner's utility system, including the powerplants for which these temporary exemptions are issued.

By establishing these facts the petitioner has met the eligibility criteria set out in Section 508.2 of the Special Rule. Since the increased use of natural gas is in keeping with the purposes of FUA and is in the public interest, and since the petitioner has demonstrated that it has met the eligibility criteria, ERA is granting these temporary exemptions.

Duration of Temporary Exemptions

ERA grants these temporary public interest exemptions for an initial period from the effective date of this Decision and Order until December 31, 1981. These exemptions will be automatically extended for an additional three year period upon the written acceptance by ERA of a conservation plan pursuant to the third term and condition set forth below in this Decision and Order. The temporary exemptions are subject to termination by ERA, upon six months written notice, if ERA determines such termination to be in the public interest.

Effective Date of Decision and Order

This Decision and Order shall become effective on the sixtieth calendar day following its publication in the Federal Register (March 3, 1980) in accordance with Section 702(a) of FUA. However, in accordance with the policy set forth in the notice implementing this Special Rule (44 FR 21230) ERA will take no action with respect to any natural has used by the exempted powerplants between May 8, 1979, the effective date of FUA, and the date this Decision and Order becomes effective.

Terms and Conditions

Pursuant to Section 314 of FUA and 10 CFR 508.6, these temporary exemptions granted under this Decision and Order are conditioned upon, and shall remain in effect so long as the petitioner, its successors and assigns, complies with the following terms and conditions:

(1) Petitioner will report to ERA for the period from May 8, 1979, through December 31, 1979, and for each subsequent six-month period thereafter the actual monthly volumes of natural gas consumed in the exempted powerplants, and an estimate of the number of barrels of each type of fuel oil displaced.

(2) Petitioner will submit to ERA, within one year after the date this Decision and Order is issued, a system-wide fuel conservation plan to include the initial period covered by these temporary exemptions, including the means by which the petitioner will measure progress in implementing this plan, or

(3) If the petitioner seeks to have the exemptions automatically extended, the fuel conservation plan must cover both the initial period covered by these temporary exemptions and the additional three year period, including the means by which the petitioner will measure progress in implementing this plan.

(4) Petitioner will submit annually to ERA, commencing with the calendar year ending December 31, 1980, a report on progress achieved in implementing the pertinent fuel conservation plan.

Issued in Washington, D.C. on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39642 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

South Carolina Electric & Gas Co.; Decision and Order Granting Exemptions

[ERA Dockets Nos. 52692-3277-21-41, 52692-3277-22-41, 52692-3277-23-41, 52692-3298-21-41, 52692-3298-22-41, 52692-3290-21-41, 52692-3290-22-41, 52692-3290-23-41, 52692-3290-24-41, 52692-3295-21-41, 52692-3295-22-41, 52692-3281-21-41, 52692-3281-22-41]

The Economic Regulatory Administration (ERA) of the Department of Energy hereby issues this Decision and Order granting temporary public interest exemptions from the prohibitions of Section 301(a) (2) and (3) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.* This Decision and Order is issued pursuant to Section 311(e) of FUA, 10 CFR 501.68 and 10 CFR 508 to the South Carolina Electric and Gas Company (petitioner).

The petitioner filed for these temporary public interest exemptions pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230, hereafter referred to as the Special Rule) with ERA on May 2, 1979. Notice of the petitions and a proposed order granting these temporary exemptions was published in the June 1, 1979 Federal Register (44 FR 31677) with a request for public comments relating to the petition and the proposed order. Upon review of the public comments and the purposes of FUA, ERA has determined to grant the requested temporary public interest exemptions.

Based on the information provided by the petitioner, the powerplants listed in the table below are either prohibited by Section 301(a)(2) of FUA from using natural gas as a primary energy source or are prohibited from using natural gas as a primary energy source in excess of the average base year proportion allowed in Section 301(a)(3) of the Act. These temporary exemptions will allow these units to burn natural gas, notwithstanding the prohibitions of Section 301(a) (2) and (3) of FUA, to displace consumption of middle distillate fuel oil. The estimated amount and sulfur content of fuel oil to be displaced on a daily basis are as follows:

Generating station	Powerplant identification	Middle distillate fuel oil (barrels)	Percent sulfur content
Burton (Beaufort, S.C.)	CT 1	90	.2
	CT 2	90	.2
	CT 3	90	.2
A. M. Williams (Goose Creek, S.C.)	CT 1	274	.2
	CT 2	274	.2
Parr (Parr, S.C.)	CT 1	205	.2
	CT 2	205	.2
	CT 3	205	.2
	CT 4	205	.2
Urquhart (Beech Island, S.C.)	CT 1	205	.2
	CT 2	205	.2
Coit (Columbia, S.C.)	CT 1	205	.2
	CT 2	205	.2

These powerplants will burn an estimated 5,242,633 MCF of natural gas annually which will result in an estimated displacement of 3,002 barrels of middle distillate fuel oil per day (900,000 barrels annually).

Statement of Reasons

Because petroleum products are in short supply, there is an urgent need to use these natural resources wisely.

To the extent that near-term choice of fuels for certain existing powerplants is limited to petroleum or natural gas, the use of natural gas is preferred over petroleum, especially middle distillate petroleum. The use of natural gas in these powerplants will be a significant step toward reducing our short-term oil consumption and will help the United States reduce its dependence on

imported petroleum. This increased use of natural gas will also protect the Nation from the effects of any oil shortages, and will cushion the impact of increasing world oil prices, which have a detrimental effect on the Nation's balance of payments and domestic inflation rate.

To the extent that increased use of natural gas will accomplish these goals, it will reduce the importation of petroleum and further the goal of national energy self-sufficiency.

The petitioner has demonstrated that these powerplants, for which it is requesting temporary exemptions, are existing units that are either prohibited from using natural gas as a primary energy source by Section 301(a)(2) of FUA, or prohibited from using natural gas in excess of the average base year proportion allowed in Section 301(a)(3) of FUA. The petitioner has also shown that the proposed use of natural gas as a primary energy source, to the extent that such use would be prohibited by Section 301(a) (2) or (3) of FUA, will displace consumption of middle distillate fuel oil, and will not displace the use of coal or any other alternate fuel in any facility of the petitioner's utility system, including the powerplants for which these temporary exemptions are issued.

By establishing these facts the petitioner has met the eligibility criteria set out in Section 508.2 of the Special Rule. Since the increased use of natural gas is in keeping with the purposes of FUA and is in the public interest, and since the petitioner has demonstrated that it has met the eligibility criteria, ERA is granting these temporary exemptions.

Duration of Temporary Exemptions

ERA grants these temporary public interest exemptions for a period of five years. The temporary exemptions are subject to termination by ERA, upon six months written notice, if ERA determines such termination to be in the public interest.

Effective Date of Decision and Order

This Decision and Order shall become effective on the sixtieth calendar day following its publication in the Federal Register (March 3, 1980) in accordance with Section 702(a) of FUA. However, in accordance with the policy set forth in the notice implementing this Special Rule (44 FR 21230) ERA will take no action with respect to any natural gas used by these exempted powerplants between May 8, 1979, the effective date of FUA, and the date this Decision and Order becomes effective.

Terms and Conditions

Pursuant to Section 314 of FUA and 10 CFR 508.6, the temporary exemptions granted under this Decision and Order are conditioned upon, and shall remain in effect so long as the petitioner, its successors and assigns, complies with the following terms and conditions:

(1) Petitioner will report to ERA for the period from May 8, 1979, through December 31, 1979, and for each subsequent six-month period thereafter the actual monthly volumes of natural gas consumed in the exempted powerplants, and an estimate of the number of barrels of each type of fuel oil displaced.

(2) Petitioner will submit to ERA, within one year after the date this Decision and Order is issued, a systemwide fuel conservation plan to include the five year period covered by these temporary exemptions, including the means by which the petitioner will measure progress in implementing this plan.

(3) Petitioner will submit annually to ERA, commencing with the calendar year ending December 31, 1980, a report on progress achieved in implementing the five-year system-wide fuel conservation plan.

Issued in Washington, D.C. on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39840 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

[ERA Dockets Nos. 53330-4038-01-41, 53330-4038-02-41, 53330-4038-03-41, 53330-4038-04-41, 53330-4038-05-41, 53330-4038-06-41, 53330-4038-07-41, 53330-4038-08-41, 53330-4038-09-41, 53330-4038-10-41, 53330-4038-11-41, 53330-4038-12-41, 53330-4038-13-41, 53330-4038-14-41, 53330-4038-15-41, 53330-4038-16-41, 53330-4038-17-41, 53330-4038-18-41, 53330-4038-19-41, and 53330-4038-20-41]

Wisconsin Electric Power Co.; Decision and Order Granting Exemptions

The Economic Regulatory Administration (ERA) of the Department of Energy hereby issues this Decision and Order granting temporary public interest exemptions from the prohibitions of Section 301(a)(2) and (3) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.* This Decision and Order is issued pursuant to Section 311(e) of FUA, 10 CFR 501.68 and 10 CFR 508 to the Wisconsin Electric Power Company (petitioner).

The petitioner filed for these temporary public interest exemptions pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230, hereafter referred to as the Special Rule) with ERA on May 7, 1979. Notice of the petition and a proposed order granting these temporary exemptions was published in the June 1, 1979 Federal Register (44 FR 31677) with a request for public comments relating to the petitions and the proposed order. Upon review of the public comments and the purposes of FUA, ERA has determined to grant the requested temporary public interest exemptions.

Based on the information provided by the petitioner, the powerplants listed in the table below are either prohibited by Section 301(a)(2) of FUA from using natural gas as a primary energy source or are prohibited from using natural gas as a primary energy source in excess of the average base year proportion allowed in Section 301(a)(3) of the Act. These temporary exemptions will allow these units to burn natural gas, notwithstanding the prohibitions of Section 301(a) (2) and (3) of FUA, to displace consumption of middle distillate fuel oil. The estimated amount and sulfur content of fuel oil to be displaced on a daily basis are as follows:

Generating station	Powerplant identification	Middle distillate (barrels)	Percent sulfur content
Lakeside (St. Francis, Wis.).	No. 1	67	.2
	No. 2	67	.2
	No. 3	67	.2
	No. 4	67	.2
	No. 5	67	.2
	No. 6	67	.2
	No. 7	67	.2
	No. 8	67	.2
	No. 9	90	.2
	No. 10	90	.2
	No. 11	90	.2
	No. 12	90	.2
	No. 13	90	.2
	No. 14	90	.2
	No. 15	90	.2
	No. 16	901	.2
	No. 17	151	.2
	No. 18	151	.2
	No. 19	151	.2
	No. 20	151	.2

These powerplants will burn an estimated 3,910,000 MCF of natural gas annually which will result in an estimated displacement of 1,860 barrels of middle distillate fuel oil per day (678,900 barrels annually).

Statement of Reasons

Because petroleum products are in short supply, there is an urgent need to use these natural resources wisely.

To the extent that near-term choice of fuels for certain existing powerplants is limited to petroleum or natural gas, the use of natural gas is preferred over petroleum, especially middle distillate petroleum. The use of natural gas in these powerplants will be a significant step toward reducing our short-term oil consumption and will help the United States reduce its dependence on imported petroleum. This increased use of natural gas will also protect the Nation from the effects of any oil shortages, and will cushion the impact of increasing world oil prices, which have a detrimental effect on the Nation's balance of payments and domestic inflation rate.

To the extent that increased use of natural gas will accomplish these goals, it will reduce the importation of petroleum and further the goal of national energy self-sufficiency.

The petitioner has demonstrated that these powerplants, for which it is requesting temporary exemptions, are existing units that are either prohibited from using natural gas as a primary energy source by Section 301(a)(2) of FUA, or prohibited from using natural gas in excess of the average base year proportion allowed in Section 301(a)(3) of FUA. The petitioner has also shown that the proposed use of natural gas as a primary energy source, to the extent that such use would be prohibited by Section 301(a) (2) or (3) of FUA, will displace consumption of middle distillate fuel oil, and will not displace the use of coal or any other alternate fuel in any facility of the petitioner's utility system, including the powerplants for which these temporary exemptions are issued.

By establishing these facts the petitioner has met the eligibility criteria set out in Section 508.2 of the Special Rule. Since the increased use of natural gas is in keeping with the purposes of FUA and is in the public interest, and since the petitioner has demonstrated that it has met the eligibility criteria, ERA is granting these temporary exemptions.

Duration of Temporary Exemptions

ERA grants these temporary public interest exemptions for a period of five years. The temporary exemptions are subject to termination by ERA, upon six months written notice, if ERA determines such termination to be in the public interest.

Effective Date of Decision and Order

This Decision and Order shall become effective on the sixtieth calendar day following its publication in the Federal Register (March 3, 1980) in accordance with Section 702(a) of FUA. However, in accordance with the policy set forth in the notice implementing this Special Rule (44 FR 21230) ERA will take no action with respect to any natural gas used by this exempted powerplant between May 8, 1979, the effective date of FUA, and the date this decision and Order becomes effective.

Terms and Conditions

Pursuant to Section 314 of FUA and 10 CFR 508.6, these temporary exemptions granted under this Decision and Order are conditioned upon, and shall remain in effect so long as the petitioner, its successors and assigns, complies with the following terms and conditions:

(1) Petitioner will report to ERA for the period from May 8, 1979, through December 31, 1979, and for each subsequent six-month period thereafter the actual monthly volumes of natural gas consumed in the exempted powerplants, and an estimate of the number of barrels of each type of fuel oil displaced.

(2) Petitioner will submit to ERA, within one year after the date this Decision and Order is issued, a system-wide fuel conservation plan to include the five year period covered by these temporary exemptions, including the means by which the petitioner will measure progress in implementing this plan.

(3) Petitioner will submit annually to ERA, commencing with the calendar year ending December 31, 1980, a report on progress achieved in implementing the five-year system-wide fuel conservation plan.

Issued in Washington, D.C. on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-33341 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

Withdrawal of Acceptance of Petitions for Exemptions

The Economic Regulatory Administration (ERA) of the Department of Energy hereby gives notice that it has withdrawn its acceptance of petitions for temporary public interest exemptions filed pursuant to Section 311(e) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.* and 10 CFR Part 508. The petitions sought exemptions from the prohibitions of Section 301 (a) (2) and (3) of the Act on behalf of the following petitioners:

Company name	Generating station	Unit identification
Arkansas Power & Light Co.	Couch	No. 1.
Consolidated Edison Co. of New York, Inc.	Astoria	CT 1.
	Ravenswood	CT 1.
	Waterside	No. 7.
El Paso Electric Co.	Rio Grande	No. 1.
Empire District Electric Co.	Riverton	No. 4.
		CT 9.
Jersey Central Power & Light Co.	Riegel	CT 1.
Louisiana Power & Light Co.	Kinomile Point	No. 1.
Mississippi Power & Light Co.	Rex Brown	No. 2.
Salt River Project	Crossett	No. 1.
		2.
		3.
		4.

The petitioners listed above have been sent letters by certified mail informing them that acceptance of their petitions for the above listed powerplants has been withdrawn since it now appears that the petitioners are not required to obtain exemptions from the prohibitions of Section 301(a) (2) and (3) of the Act for these powerplants.

SUPPLEMENTARY INFORMATION:

ERA previously published in the Federal Register on May 11, 1979 (44 FR 27668) and June 1, 1979, (44 FR 31677) Notice of Acceptance of Petitions. In each case the petitioner had filed for a temporary public interest exemption pursuant to 10 CFR Part 508.

If granted, the exemptions would have allowed the petitioner's powerplants to use natural gas as a primary energy source, notwithstanding the prohibitions contained in Sections 301(a) (2) and (3) of the Act.

In each of the previously accepted petitions, the petitioner represented that each powerplant for which the exemption was sought, was subject to the prohibitions of either Section 301(a) (2) or (3) of FUA. Based upon this information, ERA published its Notice of Acceptance of Petitions in the Federal Register. After publication of the Notice of Acceptance, each of the petitioners submitted new information, on ERA Form 316, indicating that each powerplant had used natural gas as a primary energy source in calendar year 1977 and that each powerplant had used only natural gas as a primary energy source during the calendar years 1974 through 1976.

It now appears that each of the above-named powerplants for which a petition was accepted is not prohibited from using natural gas by either Section 301(a) (2) or (3) of the Act. Therefore, since the powerplants do not meet the

eligibility requirements set forth in 10 CFR Part 508.2 ERA has withdrawn its acceptance of the petitions filed on behalf of those powerplants.

Any questions regarding these temporary public interest exemptions should be directed to Mr. James W. Workman, Acting Director, Existing Facilities Conversion Division, Office of Fuels Conversion, Economic Regulatory Administration, Department of Energy, Room 3128, 2000 M Street, N.W., Washington, D.C. 20461, (202) 254-7442.

Issued in Washington, D.C., on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39845 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

[ERA Case No. 50126-9062-08-82]

Atlantic City Electric Co.; Notice and Issuance of Proposed Prohibition Order

The Economic Regulatory Administration (ERA) of the Department of Energy hereby gives notice pursuant to Section 701(b) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA), 42 U.S.C. 8301 *et seq.*, of the issuance of the following proposed prohibition order which would prohibit the powerplant named below from burning natural gas or petroleum as its primary energy source.

Proposed Prohibition Order

Pursuant to the authority granted it by Section 301(b) of FUA, ERA issues this proposed prohibition order to the following powerplant owned by Atlantic City Electric Company (ACEC).

ERA No.	Generating station	Powerplant No.	mW	Location
50126-9062-08-82	Deepwater	8	73.5	Salem, N.J.

Statement of Basis and Rationale for Proposed Prohibition Order

ERA has issued regulations applicable to existing facilities 10 CFR Part 504 (Regulations), to implement the prohibitions contained in section 301(b) of Title III of FUA. Section 504.5 of the Regulations sets forth the basis upon which ERA will propose to prohibit by order the use of natural gas or petroleum as a primary energy source by a powerplant where ERA finds that the powerplant has or previously had the technical capability to use an alternate fuel as a primary energy source.

ACEC has reported to ERA that it estimates the potential oil displacement in converting the Deepwater unit to an alternate fuel (coal) is approximately 1,996 barrels of oil per day or 728,700 barrels annually assuming a utilization factor of 69 percent.

Finding of Technical Capability

In accordance with Section 301(b) of Title III of FUA, this proposed order is based on a finding by ERA that ACEC's Deepwater Powerplant No. 8 has or previously had the technical capability to use an alternate fuel (coal) as a primary energy source. This finding is based upon a review of FPC Form 36, as filed with the Federal Power Commission on February 15, 1973, in which ACEC stated that Powerplant No. 8 burned coal in 1969. Additionally, representatives of ACEC stated in a meeting with ERA staff on November 14, 1979, that Powerplant No. 8 had been designed to burn coal and had previously burned coal.

The technical capability finding is made in accordance with the requirements of Section 504.5(d) of the Regulations, taking into consideration the ability of the unit, from the point of fuel intake, to physically sustain combustion of coal and maintain heat transfer as evidenced by the existing equipment. This finding also recognizes, in accordance with Section 504.5(d), that the Deepwater unit is capable of burning coal, notwithstanding the fact that minor adjustments must be made to the powerplant before it may burn coal as its primary energy source or that air pollution control equipment may be required to meet air quality requirements.

Other Required Findings

Section 301(b) of FUA states that prior to the issuance of a final prohibition order ERA Must also find that (1) the powerplant has the technical capability to use coal or another alternate fuel as a primary energy source, or it could have such capability without (A) substantial modification of the powerplant or (B) substantial reduction in the rated capacity of the powerplant; and (2) it is financially feasible for the powerplant to use coal or another alternate fuel as a primary energy source in such powerplant.

Proposed Prohibition Under Title III of FUA

Subject to the other required findings that ERA must make, ERA hereby proposes to prohibit ACEC's Deepwater Powerplant No. 8 from burning petroleum or natural gas as its primary energy source.

Description of Prohibition Order Proceedings

Pursuant to Section 301 of FUA, ERA has promulgated Regulations applicable to the issuance of prohibition orders to existing facilities, a summary of which follows:

(1) ERA has performed its initial information gathering with respect to the question of technical capability to burn alternate fuels (coal) and has informed ACEC that it is considering issuance of a proposed prohibition order. ERA has also had informal discussions with ACEC concerning the issuance of a proposed prohibition order.

(2) ERA has made a finding that the Deepwater unit has or previously had the technical capability of using coal as its primary energy source. ERA is publishing this finding and proposed prohibition order in the Federal Register as required by Section 701(b) of FUA. In accordance with Section 301(b) of FUA, the proposed prohibition order is not required to contain, at this point in the proceeding, the other pertinent findings that ERA must make before a final prohibition order can be issued. These are (1) that the powerplant has the technical capability to use coal or another alternate fuel as a primary energy source, or it could have such capability without (A) substantial physical modification of the powerplant, or (B) substantial reduction in the rated capacity of the powerplant; and (2) that it is financially feasible for ACEC to use coal or another alternate fuel as a primary energy source in such powerplant.

(3) In accordance with Section 501.51(b) (3) of the Regulations, a public comment period of at least three months is to commence after publication of the proposed prohibition order, during which period ACEC will be given an opportunity to challenge ERA's initial finding of technical capability contained in this proposed prohibition order. During this three month period, under Section 501.51(b)(3) of the Regulations,

ACEC is required to furnish ERA with such additional evidence as is necessary to enable ERA to make the other statutory findings set forth above, which are required to be made by ERA prior to issuance of a final prohibition order. ACEC will also be required, during this period, to identify, but not to demonstrate its entitlement to, any exemptions for which the Deepwater unit may qualify.

(4) Subsequent to the end of the initial three month comment period, ERA will issue a notice of whether ERA intends to proceed with the prohibition order proceeding. Within three months of the issuance of the notice of intention to proceed with the prohibition order, the owner or operator of the powerplant that may be subject to an order may demonstrate prior to issuance of a final prohibition order that the powerplant would qualify for an exemption if the prohibition had been established by rule.

(5) Subsequent to the end of the second three month period, ERA will, if it intends to issue a final prohibition order, prepare and publish a notice of availability of a tentative staff decision.

(6) Under the provisions of Section 701(d) of FUA, any interested person may request a public hearing on the proposed prohibition order. Interested persons wishing a hearing must request a hearing within 45 days after publication of the notice of availability of the tentative staff decision. If a hearing has been requested, ERA shall provide interested persons with an opportunity to present oral data, views and arguments at a public hearing held in accordance with Subpart C of 10 CFR Part 501.

(7) At the hearing, if any, interested persons will have the opportunity to question the parties about ERA's proposed order and tentative staff decision, ACEC's showing on exemptions and rebuttal of ERA's proposed order, and ERA's rebuttal to any showing of potential qualification for an exemption.

(8) After the hearing, if any, and the second three month period, ERA shall determine whether a final prohibition order will be issued based upon ERA's review of the entire administrative record. Copies of the final prohibition order, if issued, together with a summary of the basis therefor, will be published in the Federal Register. A final order shall not take effect earlier than sixty days after publication.

Comment and Public Hearing Procedures

ERA hereby also gives notice of the opportunity to submit written comments, views, and arguments by interested persons regarding this proposed prohibition order. Comments need not be limited to ERA's technical capability finding, but may include a discussion of all three statutory findings.

The initial comment period shall remain open for a period of three months after publication of this proposed order in the Federal Register, unless reduced at the request of the recipient of the proposed prohibition order pursuant to Section 501.51(b)(8). Notice of any such change during the time for public comment will be published in the Federal Register. Comments should make reference to the docket number set forth in this notice and proposed order. Comments should address the adequacy and validity of the findings and any other aspects or impacts of the proposed prohibition order believed to be relevant.

Written comments on the proposed prohibition order should be directed to Public Hearing Management (Case No 50126-9062-08-82). U.S. Department of Energy, Box 4629, Room 3214, 2000 M Street, NW, Washington, DC 20461, and should be received before 4:30 p.m. on March 21, 1980.

In accordance with 10 CFR 501.34, any interested person may request a public hearing on the proposed order. The request must include a description of the person's interest in the proposed prohibition order, an outline of the anticipated content of the presentation to be made at the public hearing, and an address and telephone number where the person requesting the public hearing may be reached.

Comments and other documents submitted to DOE Public Hearing Management should be identified on the outside of the envelope in which they are transmitted and on the document itself with the designation "Proposed Prohibition Order for Deepwater Powerplant No. 8." Fifteen copies should be submitted. All written comments, all oral presentations, and all other relevant information submitted to or available to ERA will be considered by ERA. Any information or data considered to be confidential by the perons furnishing it must be so identified in writing in accordance with 10 CFR 303.9(f). ERA reserves the right to determine the confidential status of the information or data and to treat it in accordance with that determination.

FOR FURTHER INFORMATION CONTACT:

William L. Webb (Office of Public Information), Economic Regulatory Administration, Department of Energy, 2000 M Street, N.W., Room B-110, Washington, D.C. 20461, (202) 634-2170.

Robert L Davies (Fuels Conversion-Program Office), Economic Regulatory Administration, Department of Energy, 2000 M Street, N.W. Room 3128L, Washington, D.C. 20461, (202) 634-6557.

James Renjilian (Office of General Counsel), Department of Energy, 1000 Independence Avenue, N.W. Room 6G-087, Washington, D.C. 20585, (202) 252-2967.

Issued in Washington, D.C. December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion Economic Regulatory Administration.

[FR Doc. 79-33330 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

Indiana Gas Co., Inc.; Gas Utility Use of Propane

AGENCY: Economic Regulatory Administration.

ACTION: Notice of Request for Comment.

SUMMARY: On November 15, 1979, the Indiana Gas Company, Inc., petitioned the Economic Regulatory Administration (ERA) for an assignment of a base period use of propane for gas utility use. This notice requests public comments to assist the ERA in evaluating the Indiana Gas Company, Inc.'s petition under the ERA's regulations for the allocation of propane and other NGL's for gas utility use.

DATES: Written comments to be submitted by January 15, 1980.

ADDRESS: Comments should be submitted to: Box XO, Economic Regulatory Administration, Office of Public Hearings Management, Room 2313, 2000 M Street, N.W., Washington, D.C. 20461.

FOR FURTHER INFORMATION CONTACT:

Bruce D. Starnes (Office of Petroleum Operations), Department of Energy, Economic Regulatory Administration, 2000 M Street, N.W., Room 6318, Washington, D.C. 20461, (202) 254-6030.

Verlette Gatlin (Freedom of Information Reading Room), Department of Energy, Forrestal Building, 1000 Independence Avenue, S.W., Room GA-152, Washington, D.C. 20461, (202) 252-5968.

SUPPLEMENTAL INFORMATION: The Indiana Gas Company, Inc., requested an assignment of a base period volume of propane for gas utility use in its newly constructed facility for mixing propane and air with natural gas in order to supplement the natrual gas sendout stream in the southern part of its distribution system. Indiana Gas constructed this facility in the vicinity of Jeffersonville, Indiana. The facility has the capacity to deliver up to 6,000 MCF per day of propane-air mixture, and on-site storage for up to 245,000 gallons of

propane. Indiana Gas Company, Inc., requested an assignment of a base period volume of 10,500,000 gallons of propane. Indiana Gas Company, Inc., petitioned the ERA pursuant to 10 CFR 211.84 (44 FR 60638, October 19, 1979).

Indiana Gas Company, Inc., states that La Gloria Oil and Gas Company is the intended supplier and that the propane would be obtained at facilities on the Gulf Coast and delivered to the Indiana Gas Company, Inc., through the Texas Eastern Products Pipeline System. Indiana Gas Company, Inc., proposes to take the propane at the Lebanon, Indiana terminal of the Texas Eastern Products Pipeline and transport it by tank truck to the Jeffersonville facility. Indiana Gas Company, Inc., proposes to take delivery of and use this propane on a year-around basis as necessary to supplement its peak day heating season requirements.

Comment Procedure

A file containing all pertinent information and data filed in conjunction with the Indiana Gas Company, Inc.'s petition, other than confidential information which the ERA has determined to be exempt from the public disclosure requirements of 5 U.S.C. 552, is available for public inspection and copying at the DOE Freedom of Information Reading Room, Room GA-152, Forrestal Building, 1000 Independence Avenue, S.W., Washington, D.C. 20461, between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

Written comments regarding the Indiana Gas Company, Inc.'s petition will be accepted and considered if filed by 4:30 p.m. on January 15, 1980. Any person submitting written comments with respect to the Indiana Gas Company, Inc.'s petition should submit ten (10) copies to ERA and should comply with the requirements of the ERA procedural regulations set forth at 10 CFR 205.9 *et seq.* Comments should be submitted to the Office of Public Hearings Management, ERA, Room 2313, 2000 M Street, N.W., Washington, D.C. 20461, Attention: Box XO. Comments should be identified on the outside of the envelope and on documents submitted to the ERA with the designation "Gas Utility Use of Propane by Indiana Gas Company, Inc.".

One copy of each comment with confidential information deleted should be submitted to William J. Kenney, Counsel for the Indiana Gas Company, Inc., 1140 Connecticut Avenue, N.W., Suite 400, Washington, D.C. 20036.

Any information or data considered by the person furnishing it to be confidential must be so identified and submitted in writing, in one copy only, in accordance with procedures set forth in 10 CFR 205.9(f). Any material not accompanied by a statement of confidentiality will be considered to be nonconfidential. The ERA reserves the right to determine the confidential status of the information or data and to treat it according to its determination.

Issued in Washington, D.C., December 21, 1979.

Doris J. Dewton,

Assistant Administrator, Office of Petroleum Operations, Economic Regulatory Administration.

[FR Doc. 79-39853 Filed 12-31-79; 8:45 a.m.]

BILLING CODE 6450-01-M

Intent To Conduct Public Scoping Meeting in Compliance With the National Environmental Policy Act

AGENCY: Economic Regulatory Administration, Department of Energy.

ACTION: Notice of change of location of Public Scoping Meeting.

SUMMARY: The Economic Regulatory Administration (ERA) announces its intent to change the location of the scoping meeting associated with the preparation of an Environmental Impact Statement (EIS) evaluating the impact of its proposed Prohibition Order for Units 4 and 5 of the Lovett Generating Station, Tompkins Cove, New York.

DATE OF SCOPING MEETING: January 11, 1980.

LOCATION: Rockland County Office Building, 11 New Hempstead Road, New City, New York.

TIME: 10:00 a.m.

NOTIFICATION TO ATTEND AND SUBMISSION OF COMMENTS: Those individuals planning to attend the scoping meeting should contact Mr. Steven E. Ferguson at the address presented below. Written comments or suggestions for consideration in connection with the preparation of this EIS should be transmitted to Mr. Ferguson by February 1, 1980.

FOR FURTHER INFORMATION CONTACT: Steven E. Ferguson, Chief, Environmental Analysis Branch, Office of Fuels Conversion, Economic Regulatory Administration, Department of Energy, 2000 M Street NW., Room 3322-D, Washington, D.C. 20461, (202) 634-6523.

SUPPLEMENTARY INFORMATION: On December 17, 1979, the Department of Energy (DOE) published in the, Federal Register (44 FR 73138) a notice of intent to prepare an EIS evaluating the impact of its proposed Prohibition Order for Units 4 and 5 of the Lovett Generating Station, owned and operated by Orange and Rockland Utilities, Inc.

Also in this prior notice, DOE announced its intent to hold a public scoping meeting on January 11, 1980 at 26 Federal Plaza in New York City. In an effort to solicit the maximum imput from those persons who stand to be affected to the greatest extent if the proposed Prohibition Order were to be finalized, the location of the meeting has been changed to the Rockland County Office Building in New City, New York.

ERA desires to know what the public considers to be the major environmental issues associated with prohibiting these two powerplants from burning natural gas or petroleum as their primary energy source. The meeting on January 11, 1980 will be held to receive comments on the structure of the EIS, anticipated energy/environmental problems, actions that might be taken to address them, and reasonable alternatives which should be considered.

The meeting is scheduled to begin at 10:00 a.m. and may continue until 5:00 p.m. If public interest warrants, the meeting will extend into the evening hours.

If possible, those planning to present information at the meeting should notify Mr. Ferguson. Participants are encouraged to submit to Mr. Ferguson, in advance, their intent to participate and copies of any written material. However, public participation is encouraged even without the advance submission of written material. Attendees at the meeting will be asked to register. All comments or suggestions made at the meeting, as well as written material submitted until February 1, 1980, will be carefully considered during the preparation of the DEIS.

Questions regarding the meeting should be addressed to Mr. Ferguson.

Issued in Washington, D.C. December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39854 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

[ERA Dockets Nos. 52053-2603-21-41, 52053-2603-22-41, 52053-2603-23-41, 52053-2603-24-41, 52053-2603-25-41, 52053-2603-26-41, 52053-2603-27-41, 52053-2603-28-41, 52053-2539-21-41, 52053-2539-22-41, 52053-2539-23-41, and 52053-2539-24-41]

Niagara Mohawk Power Corp.; Decision and Order Granting Exemptions Pursuant to Section 311 of the Powerplant and Industrial Fuel Use Act of 1978

The Economic Regulatory Administration (ERA) of the Department of Energy hereby issues this Decision and Order granting temporary public interest exemptions from the prohibitions of Section 301(a) (2) and (3) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.* This Decision and Order is issued pursuant to Section 311(e) of FUA, 10 CFR 501.68 and 10 CFR 508 to Niagara Mohawk Power Corporation (petitioner).

The petitioner filed for these temporary public interest exemptions pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230, hereafter referred to as the Special Rule) with ERA on April 24, 1979. Notice of the petition and a proposed order granting these temporary exemptions was published in the May 11, 1979, Federal Register (44 FR 27668) with a request for public comments relating to the petition and the proposed order. Upon review of the public comments and the purposes of FUA, ERA has determined to grant the requested temporary public interest exemptions.

Based on the information provided by the petitioner, the powerplants listed in the table below are either prohibited by Section 301(a)(2) of FUA from using natural gas as a primary energy source or are prohibited from using natural gas as a primary energy source in excess of the average base year proportion allowed in Section 301(a)(3) of the Act. These temporary exemptions will allow these units to burn natural gas, notwithstanding the prohibitions of Section 301(a) (2) and (3) of FUA, to displace consumption of middle distillate fuel oil. The estimated amount and sulfur content of fuel oil to be displaced on a daily basis are as follows:

Generating station	Powerplant identification	Middle distillate fuel oil (barrels)	Percent sulfur content
Rotterdam (Schenectady, New York).	CT 1	228	.17
	CT 2	228	.17
	CT 3	228	.17
	CT 4	228	.17
	CT 5	228	.17
	CT 6	228	.17
	CT 7	228	.17
	CT 8	228	.17
Albany (Albany, New York).	CT 1	472	.5
	CT 2	472	.5
	CT 3	472	.5
	CT 4	472	.5

These powerplants will burn an estimated 15,444,000 MCF of natural gas annually which will result in an estimated displacement of 3,712 barrels of middle distillate fuel oil per day (1,354,892 barrels annually).

Statement of Reasons

Because petroleum products are in short supply, there is an urgent need to use these natural resources wisely.

To the extent that near-term choice of fuels for certain existing powerplants is limited to petroleum or natural gas, the use of natural gas is preferred over petroleum. The use of natural gas in these powerplants will be a significant step toward reducing our short-term oil consumption and will help the United States reduce its dependence on imported petroleum. This increased use of natural gas will also protect the Nation from the effects of any oil shortages, and will cushion the impact of increasing world oil prices, which have a detrimental effect on the Nation's balance of payments and domestic inflation rate.

To the extent that increased use of natural gas will accomplish these goals, it will reduce the importation of petroleum and further the goal of national energy self-sufficiency.

The petitioner has demonstrated that these powerplants, for which it is requesting temporary exemptions, are existing units that are either prohibited from using natural gas as a primary energy source by Section 301(a)(2) of FUA, or prohibited from using natural gas in excess of the average base year proportion allowed in Section 301(a)(3) of FUA.

The petitioner has also shown that the proposed use of natural gas as a primary energy source, to the extent that such use would be prohibited by Section 301(a) (2) or (3) of FUA, will displace consumption of middle distillate fuel oil, and will not displace the use of coal or any other alternate fuel in any facility of the petitioner's utility system, including the powerplants for which these temporary exemptions are issued.

By establishing these facts the petitioner has met the eligibility criteria set out in Section 508.2 of the Special Rule. Since the increased use of natural gas is in keeping with the purposes of FUA and is in the public interest, and since the petitioner has demonstrated that it has met the eligibility criteria, ERA is granting these temporary exemptions.

Duration of Temporary Exemptions

ERA grants these temporary public interest exemptions for a period of five years. The temporary exemtpions are subject to termination by ERA, upon six months written notice, if ERA determines such termination to be in the public interest.

Effective Date of Decision and Order

This Decision and Order shall become effective on the sixtieth calendar day following its publication in the Federal Register in accordance with Section 702(a) of FUA. However, in accordance with the policy set forth in the notice implementing this Special Rule (44 FR 21230) ERA will take no action with respect to any natural gas used by these exempted powerplants between may 8, 1979, the effective date of FUA, and the date this Decision and Order becomes effective.

Terms and Conditions

Pursuant to Section 314 of FUA and 10 CFR 508.6, the temporary exemptions granted under this Decision and Order are conditioned upon, and shall remain in effect so long as the petitioner, its successors and assigns, complies with the following terms and conditions:

(1) Petitioner will report to ERA for the period from May 8, 1979, through December 31, 1979, and for each subsequent six-month period thereafter the actual monthly volumes of natural gas consumed in the exempted powerplants, and an estimate of the number of barrels of each type of fuel oil displaced.

(2) Petitioner will submit to ERA, within one year after the date this Decision and Order is issued, a system-wide fuel conservation plan to include the five year period covered by these temporary exemptions, including the means by which the petitioner will

measure progress in implementing this plan.

(3) Petitioner will submit annually to ERA, commencing with the calendar year ending December 31, 1980, a report on progress achieved in implementing the five-year system-wide fuel conservation plan.

Issued in Washington, D.C. on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39856 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

Powerplant and Industrial Fuel Use Act; Issuance of Orders Granting Temporary Public Interest Exemptions

The Economic Regulatory Administration (ERA) of the Department of Energy hereby gives notice that on December 21, 1979, it issued orders granting temporary public interest exemptions, pursuant to the authorities granted it by Section 311(e) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.*, and 10 CFR 501.68 and 10 CFR 508, from the prohibition of Section 301(a)(2) and (3) of the Act to the following powerplants:

Docket No.	Owner	Generating station location	Powerplant identification	Daily middle distillate displacement (barrels)
52692-3277-21-41	South Carolina Electric Co	Burton (Beaufort, S.C.)	CT 1	90
52692-3277-22-41			CT 2	90
52692-3277-23-41			CT 3	90
52692-3298-21-41		A. M. Williams (Goose Creek, S.C.).	CT 1	274
52692-3298-22-41			CT 2	274
52692-3290-21-41		Parr, (Parr, S.C.)	CT 1	205
52692-3290-22-41			CT 2	205
52692-3290-23-41			CT 3	205
52692-3290-24-41			CT 4	205
52692-3295-21-41		Urquhart (Beech Island, S.C.)	CT 1	205
52692-3295-22-41			CT 2	205
52692-3281-21-41		Coit (Columbia, S.C.)	CT 1	205
52692-3281-22-41			CT 2	205
50356-2903-01-41	Bryan Municipal Light & Water	Bryan (Bryan, Ohio)	CT 1	77
50356-2903-02-41			CT 6	15
53341-1880-05-41	Wolverine Electric Cooperative Inc	Claude Van Dyke (Dorr, Mich.)	No. 5	74
53341-1880-06-41			No. 6	781
52053-2603-21-41	Niagara Mohawk Power Corp	Rotterdam (Schenectady, N.Y.).	CT 1	228
52053-2603-22-41			CT 2	228
52053-2603-23-41			CT 3	228
52053-2603-24-41			CT 4	228
52053-2603-25-41			CT 5	228
52053-2603-26-41			CT 6	228
52053-2603-27-41			CT 7	228
52053-2603-28-41			CT 8	228
52053-2539-21-41		Albany (Albany, N.Y.)	CT 1	472
52053-2539-22-41			CT 2	472
52053-2539-23-41			CT 3	472
52053-2539-24-41			CT 4	472
53330-4038-01-41	Wisconsin Electric Power Co	Lakeside (St. Francis, Wis.)	No. 1	67
53330-4038-02-41			No. 2	67
53330-4038-03-41			No. 3	67
53330-4038-04-41			No. 4	67
53330-4038-05-41			No. 5	67
53330-4038-06-41			No. 6	67
53330-4038-07-41			No. 7	67
53330-4038-08-41			No. 8	67
53330-4038-09-41			No. 9	90
53330-4038-10-41			No. 10	90
53330-4038-11-41			No. 11	90
53330-4038-12-41			No. 12	90
53330-4038-13-41			No. 13	90
53330-4038-14-41			No. 14	90
53330-4038-15-41			No. 15	90
53330-4038-16-41			No. 16	90
53330-4038-17-41			No. 17	151
53330-4038-18-41			No. 18	151
53330-4038-19-41			No. 19	151
53330-4038-20-41			No. 29	151

Petitions were received and filed pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230) with ERA for temporary public interest exemptions for the use of natural gas as a primary energy source. Notices of the petitions and the proposed orders granting these temporary exemptions were published in the Federal Register on May 11, and June 1, 1979, (44 FR 27668 and 44 FR 31677). Written comments were requested on the proposed orders. All comments were considered by ERA.

A general comment from Allied Chemical Corporation expressed concern that the chemical industry has experienced production curtailments and plant shutdowns due to inadequate gas supplies for nonsubstitutable feedstock and process needs at the same time that DOE has concluded that excess supplies of natural gas are available. The Allied Chemical Corporation comment did not refer to any specific region nor did it specify impacts resulting from any particular petition or proposed order.

The State of New York Department of Environmental Conservation is "in favor of the use of natural gas wherever possible, since the environmental benefits are obvious . . ."

The State of Wisconsin Public Service Commission's Chairman wrote, "In light of the present gas and oil supply situation, I concur that granting a temporary exemption from the prohibition against the use of natural gas contained in Section 301(a)(2) and (3) as proposed in the draft order is consistent with the public interest."

These temporary exemptions will allow the above-named units to burn an estimated total of 26,990,006 MCF of natural gas annually, notwithstanding the prohibitions of Section 301(a) (2) and (3) of FUA, displacing an estimated 8,977 barrels of middle distillate fuel oil per day (3,276,605 barrels annually).

The orders granting these temporary exemptions shall become effective sixty calendar days following their publication in the Federal Register in accordance with Section 702(a) of FUA. Owners of the above-named powerplants have each received the Decision and Order by certified mail. The individual orders are set forth following this notice. These temporary exemptions shall be in effect, subject to the terms and conditions stated in each order, for a period of five years and may be terminated by ERA, upon six months written notice, if ERA determines such termination to be in the public interest.

Copies of all comments received during the public comment period will be available for public inspection and copying in the Public Information Office located in Room B-110, 2000 M Street, N.W., Washington, D.C. 20461.

Any questions regarding these

temporary exemptions should be directed to Mr. James W. Workman, Acting Director, Existing Facilities Conversion Division, Office of Fuels Conversion, Economic Regulatory Administration, Department of Energy, Room 3128, 2000 M Street, N.W., Washington, D.C. 20461, (202) 254-7442.

Issued in Washington, D.C., on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39351 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

Powerplant and Industrial Fuel Use Act; Issuance of An Order Granting Temporary Public Interest Exemptions

The Economic Regulatory Administration (ERA) of the Department of Energy hereby gives notice that on Dec. 21, 1979, it issued an order granting temporary public interest exemptions, pursuant to the authorities granted it by Section 311 (e) of the Powerplant and Industrial Fuel Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.*, and 10 CFR 501.68 and 10 CFR 508, from the prohibitions of Section 301(a)(2) and (3) of the Act to the following powerplants:

Docket No.	Owner	Generating station location	Powerplant identification	Daily low sulfur residual displacement (barrels)
52181-2625-01-41	Orange & Rockland Utilities, Inc.	Bowling Point (Haverstraw, N.Y.).	No. 1	2,630
52181-2625-02-41			No. 2	2,630
52181-2629-01-41		Lovett (Tompkins Cove, N.Y.)	No. 1	60
52181-2629-02-41			No. 2	63
52181-2629-03-41			No. 3	55
52181-2629-04-41			No. 4	2,192
52181-2629-05-41			No. 5	2,466

A petition was received and filed with ERA, pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230) for temporary public interest exemptions for the use of natural gas as a primary energy source.

A notice of the petition and the proposed order granting these temporary exemptions was published in the Federal Register on May 11, 1979 [44 FR 27668]. Written comments were requested on the proposed order. All comments were considered by ERA.

A general comment from Allied Chemical Corporation expressed concern that the chemical industry has experienced production curtailments and plant shutdowns due to inadequate gas supplies for nonsubstitutable feedstock and process needs at the same time that DOE has concluded that excess supplies of natural gas are available. The Allied Chemical Corporation comment did not refer to any specific region nor did it specify impacts resulting from any particular petition or proposed order.

The State of new York Department of Environmental Conservation is "in favor of the use of natural gas wherever possible, since the environmental benefits are obvious * * *."

These temporary exemptions will allow the above-named units to burn an estimated total of 16,602,000 MCF of natural gas annually, notwithstanding the prohibitions of Section 301(a) (2) and (3) of FUA, displacing an estimated 10,101 barrels of low sulfur residual fuel oil per day (3,687,000 barrels annually).

The order granting these temporary exemptions shall become effective sixty calendar days following publication in the Federal Register in accordance with Section 702(a) of FUA. The owner of the above-named powerplants has received the Decision and Order by certified mail.

The individual order is set forth following this notice. These temporary exemptions shall be in effect, subject to terms and conditions stated in the order, for an initial period ending December 31, 1981 and may be terminated by ERA, upon six months written notice, if ERA determines such termination to be in the public interest. The temporary exemptions may be extended for an additional period of three years upon written acceptance by ERA of a system-wide fuel conservation plan. Copies of all comments received during the public comment period will be available for public inspection and copying in the Public Information Office located in Room B-110, 2000 M Street, N.W., Washington, D.C. 20461.

Any questions regarding these temporary exemptions should be directed to Mr. James W. Workman, Acting Director, Existing Facilities Conversion Division, Office of Fuels Conversion, Economic Regulatory Administration, Department of Energy, Room 3128, 2000 M Street, N.W., Washington, D.C. 20461, (202) 254-7422.

Issued in Washington D.C., on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39352 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

[ERA Dockets Nos. 53341-1880-05-41 and 53341-1880-06-41]

Wolverine Electric Cooperative, Inc.; Decision and Order Granting Exemptions

The Economic Regulatory Administration (ERA) of the Department of Energy hereby issues this Decision and Order granting temporary public interest exemptions from the prohibitions of Section 301(a)(2) and (3) of the Powerplant and Industrial Fuel Use Act of 1978 (FUA or the Act), 42 U.S.C. 8301 *et seq.* This Decision and Order is issued pursuant to Section 311(e) of FUA, 10 CFR 501.68 and 10 CFR 508 to the Wolverine Electric Cooperative Inc. (petitioner).

The petitioner filed for these temporary public interest exemptions pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230, hereafter referred to as the Special Rule) with ERA on April 26, 1979. Notice of the petition and a proposed order granting these temporary exemptions was published in the May 11, 1979, Federal Register (44 FR 27668) with a request for public comments relating to the petition and the proposed order. Upon review of the public comments and the purposes of FUA, ERA has determined to grant the requested temporary public interest exemptions.

Based on the information provided by the petitioner, the powerplants listed in the table below are either prohibited by Section 301(a)(2) of FUA from using natural gas as a primary energy source or are prohibited from using natural gas as a primary energy source in excess of the average base year proportion allowed in Section 301(a)(3) of the Act. These temporary exemptions will allow these units to burn natural gas, notwithstanding the prohibitions of Section 301(a)(2) and (3) of FUA, to displace consumption of middle distillate fuel oil. The estimated amount of sulfur content of fuel oil to be

displaced on a daily basis are as follows:

Generating station	Powerplant Identification	Middle distillate fuel oil (barrels)	Percent sulfur content
Claude Van Dyke (Dorr, Michigan).	No. 5	74	.27
	No. 6 6	781	.27

These powerplants will burn an estimated 2,200,000 MCF of natural gas annually which will result in an estimated displacement of 855 barrels of middle distillate fuel oil per day (312,000 barrels annually).

Statement of Reasons

Because petroleum products are in short supply, there is an urgent need to use these natural resources wisely.

To the extent that near-term choice of fuels for certain existing powerplants is limited to petroleum or natural gas, the use of natural gas is preferred over petroleum. The use of natural gas in these powerplants will be a significant step toward reducing our short-term oil consumption and will help the United States reduce its dependence on imported petroleum. This increased use of natural gas will also protect the Nation from the effects of any oil shortages, and will cushion the impact of increasing world oil prices, which have a detrimental effect on the Nation's balance of payments and domestic inflation rate.

To the extent that increased use of natural gas will accomplish these goals, it will reduce the importation of petroleum and further the goal of national energy self-sufficiency.

The petitioner has demonstrated that these powerplants, for which it is requesting temporary exemptions, are existing units that are either prohibited from using natural gas as a primary energy source by Section 301(a)(2) of FUA, or prohibited from using natural gas in excess of the average base year proportion allowed in Section 301(a)(3) of FUA.

The petitioner has also shown that the proposed use of natural gas as a primary energy source, to the extent that such use would be prohibited by Section 301(a) (2) or (3) of FUA, will displace consumption of middle distillate fuel oil, and will not displace the use of coal or any other alternate fuel in any facility of the petitioner's utility system, including the powerplants for which these temporary exemptions are issued.

By establishing these facts the petitioner has met the eligibility criteria set out in Section 508.2 of the Special Rule. Since the increased use of natural gas is in keeping with the purposes of FUA and is in the public interest, and since the petitioner has demonstrated that it has met the eligibility criteria, ERA is granting these temporary exemptions.

Duration of Temporary Exemptions

ERA grants these temporary public interest exemtions for a period of five years. The temporary exemptions are subject to termination by ERA, upon six months written notice, if ERA determines such termination to be in the public interest.

Effective Date of Decision and Order

This Decision and Order shall become effective on the sixtieth calendar day following its publication in the Federal Register in accordance with Section 702(a) of FUA. However, in accordance with the policy set forth in the notice implementing this Special Rule (44 FR 21230) ERA will take no action with respect to any natural gas used by these exempted powerplants between May 8, 1979, the effective date of FUA, and the date this Decision and Order becomes effective.

Terms and Conditions

Pursuant to Section 314 of FUA and 10 CFR 508.6, the temporary exemptions granted under this Decision and Order are conditioned upon, and shall remain in effect so long as the petitioner, its successors and assigns, complies with the following terms and conditions:

(1) Petitioner will report to ERA for the period from May 8, 1979, through December 31, 1979, and for each subsequent six-month period thereafter the actual monthly volumes of natural gas consumed in the exempted powerplants, and an estimate of the number of barrels of each type of fuel oil displaced.

(2) Petitioner will submit to ERA, within one year after the date this Decision and Order is issued, a system-wide fuel conservation plan to include the five year period covered by these temporary exemptions, including the means by which the petitioner will measure progress in implementing this plan.

(3) Petitioner will submit annually to ERA, commencing with the calendar year ending December 31, 1980, a report on progress achieved in implementing the five-year system-wide fuel conservation plan.

Issued in Washington, D.C. on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39855 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

Extension of Time for Issuance of Final Orders Granting or Denying Petitions for Temporary Public Interest Exemptions Pursuant to the Powerplant and Industrial Fuel Use Act of 1978

AGENCY: Economic Regulatory Administration, Department of Energy.

ACTION: Extension of Time for Issuance of Final Orders and Invitation to Submit Comments.

SUMMARY: On May 11, 1979, and June 1, 1979, the Economic Regulatory Administration (ERA) issued notices accepting petitions for temporary public interest exemptions from the prohibitions of Sections 301(a) (2) and (3) of the Powerplant and Industrial Fuel Use Act of 1978, (FUA or the Act), 42 U.S.C. 8301 *et seq.* to use natural gas as a primary energy source.

Those petitions were filed pursuant to 10 CFR 508 (Exemption for Use of Natural Gas by Existing Powerplants Under the Powerplant and Industrial Fuel Use Act of 1978, April 9, 1979, 44 FR 21230, hereafter referred to as the Special Rule).

Upon accepting the petitions, ERA also issued orders pursuant to Section 311(e) of the Act, proposing to grant the exemptions. As required by section 701(c) of the Act, a 45 day public comment period applicable to the petitions commenced upon publication of the notices in the Federal Register, May 11, 1979 and June 1, 1979 (44 FR 27668 and 44 FR 31677).

Section 701(c)(3) of the Act requires that ERA issue a final order granting or denying petitions for exemptions within 6 months after the period for public comment and hearing unless such period is extended.

The pertinent public comment periods expired on June 22, and July 6, 1979, and the applicable 6 month period for issuance of final orders would have expired on December 22, 1979, and January 6, 1980, respectively. ERA is entending the period for issuance of final orders until February 15, 1980, for the reasons set forth below:

Rationale for Extension of Period for Issuance of Final Orders

A major element in the Nation's energy policy is to create incentives that

will encourage greater use of coal and other alternate fuels in lieu of natural gas and petroleum. The prohibitions contained in Section 301(a) (2) and (3) are in concert with that policy. ERA recognized that in certain existing electric powerplants the near-term choice of fuels is limited to either natural gas or petroleum fuel oils, and that in general, the near-term use of natural gas is preferred over petroleum, especially middle distillate petroleum. ERA's authority to grant temporary public interest exemptions from the prohibitions of Section 301(a) (2) and (3) of FUA pursuant to Section 311(e) of FUA is discretionary. ERA stated in the Special Rule that it intended to limit the applicability of the Special Rule so as to accomplish, among other things, the displacement of middle distillates as a first priority, and also to recognize the needs of specific geographic areas in the context of availability of energy supplies.

When ERA first proposed the Special Rule, there were additional supplies of natural gas readily available to many gas systems in the U.S. as compared to available supplies over the past few years. There were at the same time anticipate shortages in the supply of middle distillate fuel oil. Since certain existing electric powerplants, that had utilized natural gas as a primary energy source, had switched to middle distillate fuel oils during periods of natural gas shortages, ERA proposed in the Special Rule (44 FR 1694) to grant temporary public interest exemptions from the natural gas prohibitions contained in Section 301(a) (2) and (3) of the Act so as to allow those powerplants to return to natural gas use as a means of immediately reducing consumption of middle distillate fuel oils. ERA further proposed that, since it was in the national interest to displace imported petroleum, to the extent that even more natural gas became available than was necessary to displace middle distillates, such gas should be used to replace heavy fuel oil imports. The final rule adopted in April was similar to that which was proposed.

At the present time, additional natural gas supplies are less certain than at the beginning of 1979 when ERA first proposed its Special rule. This is in large part due to the success of this and other programs over the past several months to displace as much petroleum as possible with available supplies of natural gas. There is some question as to the users of middle distillates and residual fuel oil with a sulfur content of 0.5 percent that have already been granted public interest exemptions or that have applications for such exemptions or that have applications for such exemptions pending have a collective demand for gas that exceeds the available supply.

In view of this uncertainty, ERA has to date processed applications only for those powerplants which will displace middle distillate or residual fuel oil with a sulfur content no higher than 0.5 percent. No action has yet been taken on other applications, pending completion of an analysis to determine whether the granting of public interest exemptions for powerplants burning residual fuel oil of greater than 0.5 percent sulfur will jeopardize the ability of powerplants burning lower sulfur residual oil or middle distillates to displace them with natural gas. In order to complete this analysis, it will be necessary to extend, through February 15, 1980, the period for issuance of orders granting or denying public interest exemptions.

In order to assist us in this analysis we invite written comments, through January 24, 1980. ERA invites comment as to the appropriate scope of the Special Rule in light of natural gas supplies for the foreseeable future, with particular emphasis on what sulfur levels if any ERA should consider in reviewing the petitions for the use of natural gas for the displacement of residual fuel oil.

Written comments should be submitted to ERA no later than January 31, 1980.

Comments should be sent to: Office of Fuels Conversion, Case Control Unit, Box 4629, 2000 M Street, N.W., Washington, D.C. 20461.

In accordance with the policy set forth in the notice implementing the Special Rule (44 FR 21230), ERA will continue to take no action against eligible petitioners who are affected by this extension of time with respect to any natural gas used between May 8, 1979, the effective date of FUA, and the effective date of final orders granting or denying their petitions.

Issued in Washington, D.C. on December 21, 1979.

Robert L. Davies,

Assistant Administrator, Office of Fuels Conversion, Economic Regulatory Administration.

[FR Doc. 79-39848 Filed 12-31-79; 8:45 am]

BILLING CODE 6450-01-M

ENVIRONMENTAL PROTECTION AGENCY

[FRL 1382-7]

Approval of PSD Permit to Colgate-Palmolive Co.

Notice is hereby given that on October 22, 1979, the Environmental Protection Agency (EPA) issued a Prevention of Significant Air Quality Deterioration (PSD) permit to Colgate-Palmolive Company for approval to construct and operate a new detergent bottle-filling line in Jersey City, New Jersey. This permit has been issued under EPA's PSD regulations (40 CFR 52.21) applicable to the chemical process plant subject to certain conditions, including:

1. The particulate matter emissions shall not exceed those limitations contained in the New Jersey State Implementation Plan.

2. The project shall be constructed and operated in accordance with the specifications contained in the company's PSD permit application.

The PSD permit is reviewable under Section 307(b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the permit are available for public inspection upon request at the following locations:

Permits Administration Branch, Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264-4711.

Bureau of Air Pollution Control, Newark Field Office, New Jersey Department of Environmental Protection, 1110 Raymond Boulevard, 5th Floor, Newark, New Jersey 07102 (201) 648-2075.

Dated: December 10, 1979.

Richard T. Dewling, Ph.D.,

Acting Regional Administrator.

[FR Doc. 79-39914 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

[FRL 1382-8]

Approval of PSD Permit to Colgate-Palmolive Co.

Notice is hereby given that on October 22, 1979, the Environmental Protection Agency (EPA) issued a Prevention of Significant Air Quality Deterioration (PSD) permit to Colgate-Palmolive Company for approval to construct and operate a new talc mixing line in Jersey City, New Jersey. This permit has been issued under EPA's PSD regulations (40 CFR 52.21) applicable to the chemical process plant subject to certain conditions, including:

1. The particulate matter emissions shall not exceed those limitations contained is the New Jersey State Implementation Plan.

2. The project shall be constructed and operated in accordance with the specifications of the company's PSD permit application.

The PSD permit is reviewable under Section 307(b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the permit are available for public inspection upon request at the following locations:

Permits Administration Branch, Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264–4711.

Bureau of Air Pollution Control, Newark Field Office, New Jersey Department of Environmental Protection, 1110 Raymond Boulevard, 5th Floor, Newark, New Jersey 07102 (201) 648–2075.

Dated: December 10, 1979.

Richart T. Dewling, Ph.D.,

Acting Regional Administrator.

[FR Doc. 79-39915 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

[FRL 1382-3]

Approval of PSD Permit to Delco Remy

Notice is hereby given that on October 23, 1979, the Environmental Protection Agency (EPA) issued a Prevention of Significant Air Quality Deterioration (PSD) poermit to Delco Remy for approval to construct and operate a new X-mat paste line in New Brunswick, New Jersey. This permit has been issued under EPA's PSD regulations (40 CFR 52.21) applicable to the chemical process plant subject to certain conditions, including:

1. The particulate matter emissions shall not exceed those limitations contained in the New Jersey State Implementation Plan.

2. The project shall be constructed and operated in accordance with the specifications contained in the company's PSD permit application.

The PSD permit is reviewable under Section 307(b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the permit are available for public inspection upon request at the following locations:

Permits Administration Branch, Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264–4711.

Bureau of Air Pollution Control, Central Field Office, New Jersey Department of Environmental Protection, John Fitch Plaza, P.O. Box CN027, Trenton, New Jersey 08625 (609) 292–6706.

Dated: December 10, 1979.

Richard T. Dewling, Ph.D.,

Acting Regional Administrator.

[FR Doc. 79-39910 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

[1382-2]

Approval of PSD Permit to Erie County/Southtowns Sewage Treatment Agency

Notice is hereby given that on October 11, 1979, the Environmental Protection Agency (EPA) issued a Prevention of Significant Air Quality Deterioration (PSD) permit to Erie County/Southtowns Sewage Treatment Agency for approval to construct and operate two new sewage sludge incinerators in Hamburg, New York. This permit has been issued under EPA's PSD regulations (40 CFR 52.21) applicable to the sewage sludge incineration plant subject to certain conditions, including:

1. The project shall be constructed and operated in accordance with the specifications of the company's PSD permit application.

2. The source shall comply with all other applicable EPA and New York State Department of Environmental Conservation requirements.

The PSD permit is reviewable under Section 307(b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the permit are available for public inspection upon request at the following locations: Permits Administration Branch—Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264–4711. New York State Department of Environmental Conservation, Region 9 Office, Environmental Quality Office, 584 Delaware Avenue, Buffalo, New York 14202. Attention: Mr. Stanley Gubner (716) 842–5826.

Dated: December 10, 1979.

Richard T. Dewling, Ph. D.,

Acting Regional Administrator.

[FR Doc. 79-39909 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

[FRL 1382-1]

Approval of PSD Permit to New York State Electric and Gas Corp.; (Cayuga Station)

Notice is hereby given that on September 20, 1979, the Environmental Protection Agency (EPA) issued a Prevention of Significant Air Quality Deterioration (PSD) permit to the New York State Electric and Gas Corporation for approval to construct and operate a steam-electric generating station in Somerset, New York. This permit has been issued under EPA's PDS regulations (40 CFR 52.21) applicable to the steam-electric plant subject to certain conditions, including:

1. Specific emission limitations and control technology requirements are as follows:

a. Particulate Matter ("PM") emissions shall not exceed 0.030 pounds per million British Thermal Units ("lbs/10^6 BTU") heat input; the PM emissions shall be controlled by the use of an electrostatic precipitator. The opacity of the emissions shall not exceed 15 percent except for a six-minute set per hour which shall not exceed 24 percent.

b. Sulfur dioxide ("SO_2") emissions shall not exceed 0.75 lbs/10^6 BTU heat input (for coals with sulfur contents of less than or equal to 2.54 lbs/10^6 BTU heat input) or 0.9 lbs/10^6 BTU heat input (for coals with sulfur contents of greater than 2.54 lbs/10^6 BTU heat input); the SO_2 emissions shall be reduced by a flue gas desulfurization ("FGD") system with an efficiency of at least 85 percent SO_2 removal. In addition, limited excursions (specified in the permit) from the above limitations are permitted.

c. Nitrogen oxide ("NO_x") emissions shall not exceed 0.65 lbs/10^6 BTU heat input; the NO_x emissions shall be controlled by the use of good boiler design and good combustion practices.

d. Carbon Monoxide ("CO") emissions (no emission limitation) shall be controlled by good combustion practices.

e. Fluorides (no emission limitation) shall be reduced by the FGD system.

2. The source shall be equipped with continuous monitoring equipment to measure opacity, SO_2 emissions, NO_x emissions, CO emissions, and oxygen or carbon dioxide content of the flue gas.

3. Upon startup, tests shall be conducted for the following:

a. The emissions of PM, SO_2 and NO_x using approved EPA stack test methods.

b. The opacity, SO_2, NO_x and oxygen or carbon dioxide using continuous monitors.

c. The sulfur content, moisture content and heat value of the coal on a daily basis.

d. The amount of sulfur removal.

4. Other conditions are as follows:

a. The company shall submit design parameters for their control equipment for EPA review and approval prior to execution of any contracts.

b. The company shall submit a maintenance schedule for the FGD system.

c. The company shall control fugitive emissions from coal handling, bottom and fly ash, and limestone handling operations.

The PSD permit is reviewable under Section 307(b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the permit are available for public inspection upon request at the following locations:

Permits Administration Branch—Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264–4711.

New York State Department of Environmental Conservation, Region 9 Office, 584 Delaware Avenue, Buffalo, New York 14202. Attention: Mr. Stan Gubner (716) 842–5826.

Dated: December 10, 1979.

Richard T. Dewling, Ph. D.,

Acting Regional Administrator.

[FR Doc. 79-39908 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

[FRL 1382-5]

Approval of PSD Permit to Union Carbide Grafito

Notice is hereby give that on October 12, 1979, the Environmental Protection Agency (EPA) issued a Prevention of Significant Air Quality Deterioration (PSD) permit to Union Carbide Grafito, Inc. for approval to construct a graphitizing furnace pack conveying and conditioning system in Yabucoa, Puerto Rico. This permit has been issued under EPA's PSD regulations (40 CFR 52.21) applicable to the graphite manufacturing plant subject to certain conditions, including:

1. Particulate Matter emissions shall not exceed those limitations contained in the Puerto Rico State Implementation Plan.

2. The project shall be constructed and operated in accordance with the specifications of the PSD permit application.

The PSD permit is reviewable under Section 307 (b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the permit are available for public inspection upon request at the following locations:

Permits Administration Branch—Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264–4711.

Community Relations Office, Puerto Rico Environmental Quality Board, Calle Del Parque, Numero 204, Library—Apartado 11488, Santurce, Puerto Rico 00910. Attention: Mr. Ismael Zapater (809) 722–4868.

Dated: December 10, 1979.

Richard T. Dewling, Ph. D.,

Acting Regional Administrator.

[FR Doc. 79-39912 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

[FRL 1382-4]

PSD Applicability to Phillips Petroleum Co.

Notice is hereby given that on September 20, 1979, the Environmental Protection Agency (HPA) issued a determination that the Phillips Petroleum Company proposal to expand their hydrodealkylation (JDA) unit in Guayama, Puerto Rico is subject to the Prevention of Significant Air Quality Deterioration (PSD) regulations. This determination of applicability has been issued under EPA's PSD regulations (40 CFR 52.21) for the refinery based upon our finding that the potential (uncontrolled) sulfur dioxide emissions associated with this project (the replacement of the unit's reactor charge heater) were calculated to be approximately 350 tons per year (the PSD regulations apply to any new or modified petroleum refinery with potential emissions of 100 tons per year or more of any pollutant regulated under the Clean Air Act). The principal requirement for this source is the application of best available control technology. Other requirements may be applicable.

This determination is reviewable under Section 307 (b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the determination are available for public inspection upon request at the following locations:

Permits Administration Branch—Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264–4711.

Dated December 10, 1979.

Richard T. Dewling, Ph. D.,

Acting Regional Administrator.

[FR Doc. 79-39911 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

[FRL 1382-6]

PSD Applicability to Saytech, Inc.

Notice is hereby given that on October 3, 1979, the Environmental Protection Agency (EPA) issued a determination that the Saytech, Inc. proposal to construct a new tetrabromophthalic anhydride manufacturing facility in Sayreville, New Jersey is subject to the Prevention of Significant Air Quality Deterioration (PSD) regulations. This determination of applicability has been issued under EPA's PSD regulations (40 CFR 52.21) for the chemical process plant based upon our finding that the potential (uncontrolled) particulate matter emissions associated with this project were calculated to be approximately 115 tons per year (the PSD regulations apply to any new or modified chemical process plant with potential emissions of 100 tons per year or more of any pollutant regulated under the Clean Air Act).

This determination is reviewable under Section 307 (b)(1) of the Clean Air Act only in the Second Circuit Court of Appeals. A petition for review must be filed on or before March 3, 1980.

Copies of the determination are available for public inspection upon request at the following location:

Permits Administration Branch—Room 432, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. Attention: Mr. Kenneth Eng (212) 264–4711.

Dated: December 10, 1979.

Richard T. Dewling, Ph. D.,

Acting Regional Administrator.

[FR Doc. 79-39913 Filed 12-31-79; 8:45 am]

BILLING CODE 6560-01-M

FEDERAL COMMUNICATIONS COMMISSION

[Report No. A-9]

FM Broadcast Applications Accepted for Filing and Notification of Cutoff Date

Released: December 19, 1979.

Cutoff Date: February 14, 1980.

Notice is hereby given that the applications listed in the attached appendix are hereby accepted for filing. They will be considered to be ready and available for processing after February

14, 1980. An application in order to be considered with any application appearing on the attached list or with any other application on file by the close of business on February 14, 1980, which involves a conflict necessitating a hearing with any application on this list, must be substantially complete and tendered for filing at the offices of the Commission in Washington, D.C., not later than the close of business on February 14, 1980.

Petitions to deny any application on this list must be on file with the Commission not later than the close of business on February 14, 1980.

Federal Communications Commission.

William J. Tricarico,

Secretary.

Appendix

BPH-11185: New Russellville, Arkansas, Horne Industries, Inc.; Req: 100.9 MHz; Channel No. 265A; Erp: 3 kW; Haat: 300 ft.

BPH-790717AD: WGOJ: Conneaut, Ohio, Bible Broadcasting, Inc.; Has: 105.5 MHz; Channel No. 288A; Erp: 2.8 kW; Haat: -21 ft. (Lic); Req: 105.5f MHz; Channel No. 288A; Erp: 3 kw Haat: 295 ft.

BPH-790718AE: WVVX: Highland Park, Illinois, WVVX, Inc.; Has: 103.1 MHz; Channel No. 276A Erp: 3 kW; Haat: 150 ft. (Lic); Req: 103.1 MHz; Channel No. 276A; Erp: 3 kW; Haat: 245 ft.

BPH-790723AA: New Stamps, Arkansas, Talbot-Robillard, Inc.; Req: 100.1 MHz; Channel No. 261A; Erp: 3 kW; Haat: 300 ft.

BPH-790806AY: WRWR—FM: Port Clinton, Ohio, WRWR, Inc.; Has: 94.5 MHz; Channel No. 233B Erp: 6.7 kW; Haat: 165 ft. (Lic); Req: 94.5 MHz; Channel No. 233B Erp: 30 kW; Haat: 168.4 ft.

BPED-781201AD: New Gaffney, South Carolina, Bible Broadcasting Network, Inc.; Req: 91.1 MHz; Channel No. 216C; Erp: 98 kW; Haat: 576 ft.

BPED-790409AJ: WMHW—FM: Mount Pleasant, Michigan, Bd of Trustees Central Michigan Univ.; Has: 91.5 MHz; Channel No. 218DS; Erp: .01 kW; Haat: ft. (Lic); Req: 91.5 MHz; Channel No. 218A; Erp: .336 kW; Haat: 108.7 ft.

BPED-790529AI: New Fort Pierce, Florida, Indian River Community College; Req: 88.3 MHz; Channel No. 202A; Erp: 3 kW; Haat: 300 ft.

BPED-790530AL: KUCA: Conway, Arkansas, University of Central Arkansas; Has: 91.5 MHz; Channel No. 218 DS; Erp: .01 kW; Haat: ft. (Lic); Req: 91.5 MHz; Channel No. 218C; Erp: 4.72 kW; Haat: 58.87 ft.

BPED-790601AJ: WGUC: Cincinnati, Ohio, Bd of Trustees, Univ. of Cinnicinnati; Has: 90.9 MHz; Channel No. 215B; Erp: 321 kW; Haat: 600 ft. (Lic); Req: 90.9 MHz; Channel No. 215B; Erp: 100 kW; Haat: 883 ft.

BPED-790605AL: KTCU—FM: Fort Worth, Texas, Texas Christian University; Has: 88.7 MHz; Channel No. 204A; Erp: 3 kW; Haat: 125 ft. (Lic); Req: 88.7 MHz; Channel No. 204A; Erp: 3 kW; Haat: 300 ft.

BPED-790620AB: WUCF—FM: Orlando, Florida, University of Central Florida, Has: 89.9 MHz; Channel No. 210DS; Erp: .01 kW; Haat: ft. (Lic); Req: 89.9 MHz; Channel No. 210C; Erp: 7.94 kW; Haat: 160.6 ft.

BPED-790629AA: WMUL: Huntington, West Virginia; Marshall University; Has: 88.1 MHz; Channel No. 201D; Tpo: .01 kW. (Lic); Req: 88.1 MHz; Channel No. 201A; Erp: .176 kW; Haat: -65.2 ft.

BPED-790717AC: WVGS: Statesboro, Georgia, Georgia Southern College; Has: 91.3 MHz; Channel No. 217D; Tpo: .01 kW; (Lic); Req: 107.7 MHz; Channel No. 299D; Erp: .008 kW; Haat: 148 ft.

BPED-790720AB: KAZU: Pacific Grove, California, The Great Silence B/Citing Foundation; Has: 90.3 MHz; Channel No. 212D; Tpo: .01 kW. (Lic) Req: 90.3 MHz; Channel No. 212B; Erp: 4.76 kW; Haat: 341 ft.

BPED-790803AD: KZUM: Lincoln, Nebraska, Sunrise Communications, Inc.; Has: 89.5 MHz; Channel No. 208D; Tpo: .01 kW. (Lic); Req: 89.3 MHz; Channel No. 207A; Erp: 2.88 kW; Haat: 109 ft.

BPED-791009AN: WCSD-FM: Warminster, Pennsylvania, Bux-Mont Educational Radio Assoc.; Has: 89.3 MHz; Channel No. 207D; Tpo: .01 kW. (Lic); Req: 89.3 MHz; Channel No. 207A; Erp: .20 kW; Haat: 88.4 ft.

[FR Doc. 79-39847 Filed 12-31-79; 8:45 am]

BILLING CODE 6712-01-M

FEDERAL RESERVE SYSTEM

Bank Holding Companies; Proposed "De Novo" Nonbank Activities

The bank holding companies listed in this notice have applied, pursuant to section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. § 1843(c)(8)) and section 225.4(b)(1) of the Board's Regulation Y (12 C.F.R. § 225.4(b)(1)), for permission to engage *de novo* (or continue to engage in an activity earlier commenced *de novo*), directly or indirectly, solely in the activities indicated, which have been determined by the Board of Governors to be closely related to banking.

With respect to each application, interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interest, or unsound banking practices." Any comment on an application that requests a hearing must include a statement of the reasons a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute, summarizing the evidence that would be presented at a hearing, and indicating how the party commenting would be aggrieved by approval of that proposal.

Each application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank indicated for that application. Comments and requests for hearings should identify clearly the specific application to which they relate, and should be submitted in writing and, except as noted, and received by the appropriate Federal Reserve Bank not later than January 26, 1980.

A. *Federal Reserve Bank of New York* (A. Marshall Puckett, Vice President) 33 Liberty Street, New York, New York 10045:

1. MANUFACTURERS HANOVER CORPORATION, New York, New York (finance and leasing activities; Pennsylvania, West Virginia): to engage through its subsidiary, Manufacturers Hanover Leasing Coporation, in leasing real and personal property on a full payout basis, and acting as agent, broker or advisor in leasing of such property in accordance with the Board's Regulation Y and making and acquiring for its own account or for the account of others, loans and other extensions of credit. These activities would be conducted from an office in Independence, Ohio, serving the following counties: OHIO (Cuyahoga, Lucas, Summit, Stark, Lake, Mohoning, Lorain, Trumbull, Richland, Medina, Columbiana, Portage, Ashtabula, Allen, Tuscarawas, Wayne, Wood, Geauge, Sandusky, Erie, Hancock, Huron, Crawford, Fulton, williams, Ashland, Seneca, Belmont, Ottawa, Holmes, Jefferson, Henry, Coshocton, Defiance, Van Wert, Knox, Putnam, Wyandot, Paulding, Carroll, Harrison); PENNSYLVANIA (Allegheny, Westmoreland, Erie, Washington, Beaver, Bulter, Crawford, Lawrence, Fayette, Mercer, Vanago, Greene); and WEST VIRGINIA (Hancock, Brooke, Ohio and Marshall). Comments on this application must be received by January 24, 1980.

2. FIDELITY UNION BANCORPORATION, Newark, New Jersey (financing and insurance activities; Pennsylvania): to engage through its indirect subsidiary, Sentry Consumer Discount Company, in making consumer loans; and selling life and disability insurance and fire and theft insurance directly related to its extensions of credit. These activities will be conducted from an office in Shamokin Dam, Pennsylvania, serving Western Northumberland County, Eastern Snyder County, and Southern Union and Montour Counties, Pennsylvania.

B. *Federal Reserve Bank of San Francisco* (Henry B. Jamison, Vice

President) 400 Sansome Street, San Francisco, California 94120:

WELLS FARGO & COMPANY, San Francisco, California (leasing activities, international) to engage through its subsidiary, Wells Fargo Petrolease, Inc., in leasing personal property, or acting as agent, broker or adviser in leasing such property, directly or through leveraged lease equity syndications. These activities would be conducted from an office in San Francisco, California, serving primarily Mexico and other foreign petroleum producing countries throughout the world.

C. *Other Federal Reserve Banks:* None

Board of Governors of the Federal Reserve System, December 26, 1979.

Griffith L. Garwood,

Deputy Secretary of the Board.

[FR Doc. 79-39906 Filed 12-31-79; 8:45 am]

BILLING CODE 6210-01-M

First Mustang Corp.; Formation of Bank Holding Company

First Mustang Corporation, Mustang, Oklahoma, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 98.76 percent (less directors' qualifying shares) of the voting shares of First Mustang State Bank, Mustang, Oklahoma. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Kansas City. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551 to be received no later than January 28, 1980. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 26, 1979.

Griffith L. Garwood,

Deputy Secretary of the Board.

[FR Doc. 79-39905 Filed 12-31-79; 8:45 am]

BILLING CODE 6210-01-M

Southwest State Corp.; Formation of Bank Holding Company

Southwest State Corporation, Sentinel, Oklahoma, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company by acquiring 80 percent or more of the voting shares of Southwest State Bank, Sentinel, Oklahoma. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Kansas City. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551 to be received no later than January 28, 1980. Any comment on an application that requests a hearing must include a statement of why a written presentation would not suffice in lieu of a hearing, identifying specifically any questions of fact that are in dispute and summarizing the evidence that would be presented at a hearing.

Board of Governors of the Federal Reserve System, December 26, 1979.

Griffith L. Garwood,

Deputy Secretary of the Board.

[FR Doc. 79-39904 Filed 12-31-79; 8:45 am]

BILLING CODE 6210-01-M

GENERAL SERVICES ADMINISTRATION

[ADM 1095.1C]

Environmental Considerations in Decisionmaking; GSA Order

November 2, 1979.

1. *Purpose.* This order provides for uniform procedures to be followed in implementing the laws, Executive orders, and directives concerning all major GSA actions that significantly affect the quality of the human environment, consistent with the basic statutory responsibilities governing GSA program operations. This order also provides a basis for the publication of orders and instructions explicitly directed toward the particular functions, activities, and personnel of each organization by the Public Buildings Service (PBS), Federal Property Resources Service (FPRS), and, other service and staff offices when required.

2. *Cancellation.* ADM 1095.1B is canceled.

3. *Background.*

a. The laws, Executive orders, and directives to be implemented include the National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321, et seq.), hereinafter referred to as NEPA; Executive Order 11514 of March 5, 1970, entitled "Protection and Enhancement of Environmental Quality," as amended by Executive Order 11991 of May 24, 1977; the GSA Policy Manual, ch. 2-11 (ADM P 1000.2B); the GSA Delegations of Authority Manual, ch. 2-29 (ADM P 5450.39A); and the regulations issued by the Council on Environmental Quality (CEQ) for implementing section 102(2) of NEPA, hereinafter referred to as the Regulations, published in the Federal Register November 29, 1978, 43 FR 55978.

b. Section 102 of NEPA directs all Federal agencies to the fullest extent possible to (1) utilize a systematic, interdisciplinary approach to ensure the integrated use of the natural and social sciences and the environmental design arts in planning and decisionmaking that may have an impact on the human environment; (2) identify and develop methods and procedures that will ensure that presently unquantified environmental amenities and values may be given appropriate consideration in decisionmaking along with economic and technical considerations; (3) include in every recommendation or report on proposals for legislation, and other major Federal actions significantly affecting the quality of the human environment, a detailed environmental impact statement by the responsible official and (4) integrate the NEPA process with agency planning to fully comply with Section 102(2)(A thru I).

4. *Nature of revision.* This order reflects the expanded requirements of the new Regulations. It contains much material that was in the canceled order and omits material that will be incorporated in the revised service orders.

5. *Responsibilities.*

a. *Commissioner, Public Buildings Service (P).* The Commissioner, as head of the GSA lead environmental service, acts for the Administrator on environmental matters, to develop agency policy, review service procedures, and reconcile differences between reviewing officials and program officials regarding the need for environmental impacts statements (EIS) or for more environmental information. The Commissioner may also require the preparation of, or revision to, EIS's if he or she determines it to be necessary and may instruct a service or staff office to prepare EIS's on legislative proposals.

(1) *Assistant Commissioner for Space Management (PR).* The Assistant

Commissioner is responsible for the intiation and direction of GSA's environmental program policy. The Assistant Commissioner has the responsibility for reviewing environmental documents and procedures and responsibility for dealing with entities outside the agency on environmental policy matters.

(2) *Director, Environmental Affairs Division, Office of Space Management (PRE).* The Director coordinates, implements, and monitors the GSA environmetal program and serves as the official GSA liaison officer with the Council on Environmental Quality and the Environmental Protection Agency (EPA). For example, the Director consults with EPA to resolve questions of lead agency, to shorten EIS review periods, and to establish review periods for supplementary EIS's. The Director also coordinates GSA's review of EIS's prepared by other agencies.

b. *General Counsel.* The General Counsel has the responsibility for interpreting statutes, Executive orders, guidelines, and regulations, and for reviewing and commenting on the legal sufficiency of environmental assessments, findings of no significant impact, and draft and final EIS's.

c. *Responsible Official.* The responsible official is the Head of a Service or Staff Office or Regional Administrator under whose jurisdiction the action is being planned.

d. *Decisionmaker.* The decisionmaker, a term used in the Regulations, is, for the purpose of this order, the Administrator of General Services or the Administrator's designee.

e. *Other.*

(1) Responsibilities within the services and staff offices shall be delineated in their corresponding orders. (See par. 6.)

(2) Although the Regulations (43 FR 55978, Nov. 29, 1978) are not transmitted by this order, GSA employees responsible for implementing this order and corresponding service orders shall be familiar with and comply with the Regulations.

6. *Service orders.*

a. The head of each major program area within GSA that takes actions having a significant impact on the human environment shall develop and implement orders (and handbooks, as appropriate) consistent with this order and the Regulations.

b. The service orders shall provide, at least the following:

(1) The responsible official shall forward the environmental assessment (EA) and finding of no significant impact (FONSI) to the appropriate Central Office program official upon approval or submission to the Environmental Protection Agency and the public. Copies shall then be forwarded to the Office of General Counsel (L) and to the Assistant Commissioner for Space Management (PR) for program review, unless the action is a class of action exempted from this procedure by approved service or staff office orders. All comments generated during the public review period shall be forwarded to the Central Office program official for preparation of a consolidated response to the responsible official. The Commissioner, PBS shall reconcile any differences concerning the need for additional information or revision that may arise between the program officials and other reviewing officials, except that final approval for legal sufficiency shall be the responsibility of the General Counsel or the General Counsel's designee.

(2) Submission of draft EIS's (DEIS), final EIS's (FEIS), and supplements to draft and final EIS's shall be the same as in (1), above. Service orders shall identify the individual to whom the public can go to obtain information or status reports on EIS's and other elements of the NEPA process.

(3) For regional actions the Regional Administrator shall retain the nondelegable authority for final approval of FONSI's, DEIS's, and FEIS's. Further, the Regional Administrator shall retain the responsibility for transmitting DEIS's and FEIS's to EPA, heads of Federal agencies, Governors, Senators, and Members of Congress.

7. *Role of the environmental assessment (EA) and the environmental impact statement (EIS) process in GSA.* It is GSA's practice to analyze all reasonable alternatives and all environmental factors having a direct or indirect bearing on a proposed action and to use that analysis throughout the decisionmaking process. The assessment of the environmental effects of a proposed action and its alternatives must begin with the inception of the proposed action and continue throughout the planning, action development, operation, and disposal stages. The assessment process shall provide for complete public disclosure of proposed GSA actions as a means of ensuring that all reasonable alternatives have been seriously considered and analyzed. All the alternatives available to and considered by the decisionmaker shall be contained in appropriate environmental documents. The relevant environmental documents shall accompany other decision documents as they proceed through the decisionmaking process. By using the assessment process, it is the goal of GSA to avoid or minimize potential adverse environmental impacts.

8. *Applicability.* GSA actions and activities that are covered by NEPA include but are not limited to:

a. Major actions that would result from recommendations or favorable reports on legislation, originating from either inside or outside the agency when GSA has primary responsibility for implementing legislation;

b. Major new and continuing actions by GSA, including real property acquisition by Federal construction, purchase, or lease; disposal of any interest in surplus real property to non-Federal public or private parties; personal property disposal, public building alterations; procurement actions; and stockpile management, acquisition; and disposal actions; and

c. Major actions that would result from establishment or modification of rules, regulations, procedures, and policies.

9. *Early notice system.* Each service and staff office and regional office shall keep available for public inspection a current list of its contemplated actions for which (a) EIS's are being prepared, (b) EIS's are planned for preparation, and (c) FONSI's have been approved. As required by the Regulations (sec. 1501.7) a notice shall be placed in the Federal Register notifying the public of GSA's intent to prepare an EIS.

10. *Classes of actions.* Typical classes of actions (par. 1501.4(a) of the Regulations) for PBS appears in appendix A; for FPRS, in appendix B; for FSS, in appendix C; and for TPUS, in appendix D.

11. *Decision points.* The designation of major decision points (par. 1505.1(b) of the Regulations) for PBS appears in appendix E; for FPRS, in appendix F; and for FSS, in appendix G.

12. *Effective date.* Every effort shall be made to immediately implement the provisions of the Regulations and this order. The Regulations and this order do not apply to an EIS or supplement if the draft EIS was filed before July 30, 1979.

R. G. Freeman, III,
Administrator.

Appendix A—Classes of PBS Actions and Indicators of Significance

1. *Classes of actions.* The classes of PBS actions (pars. 2 thru 4) and indicators of significance (par. 5) are listed below. The indicators shall be used as a part of the assessment process to determine the level of assessment that is necessary. Except for those actions which are categorically excluded from the requirement to prepare an EIS or EA (Class 1, par. 2) the range of appropriate assessment

runs from completion of a checklist to preparation of a final EIS.

2. *Class I, Actions that normally do not require either an EIS or an environmental assessment (EA).* The actions in a thru h, below are categorically excluded from the requirement to prepare an EIS or an EA under normal circumstances. However, the responsible official shall document the file to reflect the fact that the action qualifies for the exclusion and be alert to unusual conditions that would require an EIS or an EA. They are categorically excluded because they normally do not meet any of the indicators of significance and they are routine; will not create greater demands or loads on environmental impact areas; allow the current agency action to continue; or do not alter physical conditions.

a. Repair to or replacement of equipment; e.g., electrical distribution and HVAC systems in GSA-controlled facilities;

b. Repair to or replacement in kind if components; e.g., windows, doors, or roof in GSA-controlled facilities;

c. Acquisition of less than 20,000 square feet of occupiable space in a structure that was substantially completed prior to the issuance of solicitation for offers;

d. Acquisition of between 20,000 square feet and 40,000 square feet if it constitutes less than 40 percent of the occupiable space in a structure that was substantially completed prior to the solicitation for offers;

e. Lease extensions, renewals, or succeeding leases;

f. Federal construction or lease contruction of 10,000 square feet or less of occupiable space;

g. Relocation of employees into existing owned or currently leased office space within the same metropolitan area; and

h. Individual personnel actions, administrative actions, collective bargaining with employee unions, ministerial actions, and routine activities normally conducted to protect and maintain GSA controlled properties.

3. *Class II, Actions that normally require an EIS.* The actions in a thru d, below, normally require the preparation of an EIS because they meet the indicators of significance, they may create greater demands or loads on environmental impact areas, and they may alter physical conditions.

a. Master plans for federally owned property;

b. Space acquisition programs projected for a given geographical area for a 3- to 5-year period;

c. Federal construction or lease construction projects in excess of 275,000 occupiable square feet of general-purpose space;

d. Actions in a coastal zone that do not comply with an approved Coastal Zone Management Plan; and

e. Construction of a prison facility where GSA is the lead agency.

4. *Class III, Actions that normally require EA's but not EIS's.* An EA must normally be prepared for these actions to determine if an EIS is necessary. This order does not arbitrarily establish the number of indicators of significance that must be exceeded before an EIS is required on an action, as the actions must be evaluated on a case-by-case basis. However, normally if two or more of the thresholds are exceeded, an EIS is required.

a. Federal construction or lease construction of general-purpose office space between 10,000 and 275,000 occupiable square feet of space; including those undertaken for another Federal agency;

b. Leases for space in existing buildings when an environmental controversy has been identified;

c. Repair and alteration projects which:

(1) Have not been categorically excluded.

(2) Affect those characteristics that qualify a property or object as historically or culturally significant (as defined by the Advisory Council on Historic Preservation in 36 CFR 800); or

(3) Are for acquisition and/or alteration of space for a laboratory that will use dangerous or hazardous chemicals, drugs, or radioactive materials; and

d. Construction of facilities primarily devoted to special purpose uses such as laboratories, automatic data processing and printing operations.

5. *Indicators of significance.* Classes I and II were established based on the following indicators of significance. The determination of whether Class III actions require the preparation of a finding of no significant impact (FONSI) or an EIS shall be made based on these indicators.

a. Traffic generated by the action would represent a 10-percent increase in average daily traffic volume on the access roads to the site or the major arteries in the delineated area, and peak-hour congestion occurs daily on the access road to the site or on the major arteries in the delineated area.

b. The action may lead to a violation of Federal, State, or local law or requirements imposed for the protection of the environment. For example, if the action is expected to increase emissions resulting in the violation of air quality standards, or if construction traffic or project noise will definitely be in violation of GSA, OSHA, State, or local noise standards, and one or more types of sensitive receptors would definitely be at risk.

c. The GSA project, its contractors, and its final solid waste disposal site(s) will not be in compliance with the EPA's "Solid Waste Management Guidelines" for thermal processing and land disposal, storage and collection, source separation, and resource recovery facilities; or with any other Federal, State, or local regulations, standards, or health codes. The final disposal site(s) will not have adequate capacity for the solid waste from the GSA project.

d. Public utilities have insufficient capacity to provide reliable service to the project and to ensure delivery of required flow for average and peak periods.

e. The action is located on or near an active geological fault or unique geological features.

f. Wastewater generated by the new facility will represent more than 3 percent of the unused capacity (considering pending applications) of the available treatment facilities and the level of treatment does not meet the Federal Water Pollution Control Act compliance schedule.

g. The proposed project will not be compatible with the present zoning of the specific site and/or delineated area.

h. The proposed project will not conform with official local and regional zoning or comprehensive land use plans.

i. The proposal may adversely affect an endangered or threatened species or its habitat.

j. The proposal may adversely affect or be located on parklands, prime farmlands, floodplains, wetlands, wild and scenic rivers, or ecological critical areas.

k. The proposal will result in the use of a significant amount (defined as an amount that if spillage occurs it will result in a health hazard or damage to the ecosystem; or if accidentally dumped into the sewage system will damage treatment facilities or contaminate rivers or streams) of dangerous, hazardous, or radioactive materials.

l. Archeological or cultural resources on or potentially eligible for listing on the National Register will be affected by the proposed action.

m. Local community service administrators indicate that one or more community services will be inadequate to serve the project.

n. The proposed project will permanently alter an area that has been formally recommended for protection by Federal, State, regional, or local

government agencies as part of a land use or development plan.

o. The proposed project has generated an environmental controversy on a local, State, and/or national level, whether due to factors mentioned in a thru o above, or for other reasons.

6 and 7. *Reserved.*

Appendix B—Classes of FPRS Actions and Indicators of Significance

1. *General.* This appendix lists the classes of action and indicators of significance for actions sponsored by the Federal Property Resources Service (FPRS).

2. *Classes of action.* In accordance with paragraph 1501.4(a) of the Regulations, FPRS actions are classified as follows:

a. *Class I, Actions that normally do not require either an environmental impact statement (EIS) or environmental assessment (EA).*

(1) The actions listed below, under normal circumstances, are categorically excluded from the requirement to prepare an EIS or an EA. However, FPRS officials shall be alert to any unusual circumstances that would require an EIS or an EA. These actions are categorically excluded since they normally do not meet any of the indicators of significance and they:

(a) Have minimal or no effect on the environment,

(b) Do not significantly change existing physical conditions,

(c) Have social or economic effects only, and

(d) Are similar to actions previously assessed and found to have no significant environmental impact.

(2) Class I actions (categorical exclusions) are:

(a) Federal Real Property Utilization Surveys in Accordance with Executive Order 11954.

(b) Real Property inspections for Compliance with Deed Restrictions.

(c) Disposition of excess or surplus real property as follows:

(i) Five acres or less of unimproved land in a rural area.

(ii) One acre or less of unimproved land in an urban area.

(iii) One multiple-unit dwelling with 10 or fewer units on one acre or less.

(iv) Five or fewer separate individual residential units, except where land associated with a unit could be subdivided into two or more building lots.

(v) Line-of-site, utility, navigation, flight clearance, and right-of-way easements.

(vi) Permits, licenses, or leases for one year term or less.

(vii) Demountable structures, utility poles, railroad ties and tracks.

(viii) Unimproved land for conveyance to State or local conservation agencies where development is prohibited.

(d) Stockpile acquisitions or disposals of:

(i) Metals: Aluminum, gold, platinum group, silver, and tin:

(ii) Agricultural products: Opium and its derivates, castor oil and its derivates, and quinine and and its derivatives; and

(iii) Other: Diamonds, jewel bearings, quartz, mica, synthetic sapphires and rubies.

(e) Rehabilitation, transfer, donation, and sales of federally owned personal property.

b. *Class II, Actions that normally require an EIS.*

(1) The actions listed below under normal conditions require the preparation of an EIS since the actions normally meet some of the indicators of significance and:

(a) Have potential for significant degradation of the environment,

(b) Have potential for a hazard to the public,

(c) Are similar to actions that previously were found to require an EIS, and/or,

(d) Tend to be controversial with respect to environmental impact.

(2) Class ii actions are:

(a) Disposal of surplus real property as follows:

(i) Property where complex multiple-use options are contemplated,

(ii) Property formerly used as or proposed for use as, a hazardous waste disposal site, and

(iii) Property considered to be environmentally contaminated so as to restrict future use.

(b) Stockpile actions that result in:

(i) Opening of new mines (green field sites),

(ii) Reopening of abandoned mines, and

(iii) Placing into a 100 year floodplain a commodity that would cause a public health, safety, or environmental problem in an aquatic environment.

c. *Class III, Actions that normally require EA's but not EIS's.*

(1) the actions listed below cannot be readily placed in Class I or II and require the preparation of an EA prior to the decision as to whether or not to prepare an EIS.

(2) Class III actions are:

(a) Disposal of surplus real property actions not covered in Class I or II, and

(b) Stockpile actions for:

(i) Transportation of hazardous material,

(ii) Rotation or upgrading of current inventories,

(iii) Disposal of materials which have become contaminated or unstable while in storage, and

(iv) Relocation of stockpiled materials.

3. Indicators of Significance

a. The indicators of significance, hereinafter referred to as indicators, are intended to assist FPRS personnel in determining the necessity to prepare an EA or EIS. The indicators point out unusual or sensitive conditions or issues that may require the preparation of an EA for an otherwise categorically excluded action or an EIS for an action that normally requires only an EA.

b. FPRS indicators are:

(1) For real property actions, the property:

(a) Is in, or would affect, a (i) 100 year flood plain, (ii) Wetland, (iii) Prime or unique farmland, (iv) Ecologically critical area, (v) Endangered species habitat, (vi) Parkland, or (vii) Active geological fault area or unique geological feature;

(b) Is not or will not be operated or utilized in consonance with local zoning regulations or land use plans;

(c) Will probably not continue in its present or a similar use;

(d) Is itself or would affect a historical, cultural, or archeological resource;

(e) Is in a coastal zone and will be utilized contrary to the approved Coastal Zone Management Plan;

(f) Is environmentally contaiminated so as to restrict use; or

(g) Is subject to significant controversy with respect to the environmental impact of the disposal.

(2) For actions involving acquisition or disposal of stockpile materials, the action:

(a) May lead to a violation of Federal, State, or local environmental law or regulations;

(b) May adversely affect an endangered or threatened species or its habitat;

(c) May adversely affect parklands, prime farmlands, floodplains, wetlands, wild and scenic rivers, or ecologically critical areas;

(d) Will result in the transportation, handling or storage of a significant amount of dangerous, hazardous, or radioactive materials, the significance to be determined on a case-by-case basis;

(e) May adversely impact cultural resources on the National Register, or eligible for the National Register;

(f) Will permanently alter an area that has been formally recommended for protection by Federal, State, regional, or local government agencies as part of a land use or development plan;

(g) Will result in an increase of normal stockpile depot traffic flow greater than 10 percent;

(h) Will entail movement of material in containers not conforming to standard industrial requirements;

(i) May result in air or water pollution by production facilities exceeding Federal or State threshold limit values;

(j) May adversely affect ambient air quality by raising level of nuisance particulates beyond the boundaries of the loading area; or

(k) May entail a 5-percent change in the labor force of the industry producing the material.

(3) For the rehabilitation and transfer, donation, or sales of personal property, the property:

(a) May lead to a violation of Federal, State, or local environmental law or regulation, or

(b) Is itself or would affect a historical or cultural resource.

Appendix C—Classes of FSS Actions and Indicators of Significance

1. *Classes of actions.* Classes of FSS actions and indicators of significance are listed below. The indicators of significance shall be used as a part of the assessment process to determine the significance of a proposed action and if an environmental impact statement is needed for an action.

2. *Class I, Actions that normally do not require either an EIS or an environmental assessment (EA).* The actions in a thru d, below, are categorically excluded from the requirement to prepare an EIS or an EA under normal circumstances. However, the responsible official shall be alert to unusual conditions that would require an EIS or an EA. They are categorically excluded because they normally do not meet any of the indicators of significance and they are routine, will not create greater demands or loads on environmental impact areas, allow the current agency action to continue, or do not alter physical conditions.

a. Acquisition of products, materials, and services for Government agencies to meet normal requirements;

b. Preparation of specifications and purchase descriptions for products, materials, and services for the normal requirements of Government agencies;

c. Inspection of products, materials, and services to meet normal requirements; and

d. Distribution of products and materials to meet normal requirements of agencies.

3. *Class II, Actions that normally require and EIS.* These actions, because they meet the indicators of significance, may create greater demands or loads on environmental impact areas, and they may alter physical conditions.

4. *Class III, Actions that normally require EA's but not EIS's.* An EA must normally be prepared for these actions to determine if an EIS is necessary. This order does not arbitrarily establish the number of indicators of significance that must be exceed before an EIS is required on an action, as the actions must be evaluated on a case-by-case basis.

a. Acquisition of products and materials representing a significant percentage of the total market for products and materials with known toxic or hazardous ingredients;

b. Distribution of these products and materials; and

c. Acquisition of products or materials whose manufacture may have a significant impact on the environment and where FSS purchases represent a significant portion of the total market production.

5. *Indicators of significance.* Classes I and II were established based on the following indicators of significance. The determination of whether Class III actions require the preparation of a finding of no significant impact (FONSI) or an EIS shall be made based on these indicators:

a. Where FSS purchases exceed 10 percent of the sales of the products;

b. Where stocking points for toxic and hazardous materials may be within or adjacent to densely populated areas and storage of these materials amounts to more than 10 percent of the total space utilized for all products and materials; and

c. Where decisions on stocking patterns or warehose locations will result in 5-percent change in the permanent standard metropolitan statistical area (SMSA) labor force.

Attachment

Appendix D—Classes of TPUS Actions

1. *Classes of actions.* Classes of Transportation and Public Utilities Service (TPUS) actions are listed below.

2. *Class I, Actions that normally do not require either an environmental impact statement (EIS) or an environmental assessment (EA).* The actions in a thru f, below, are categorically excluded from requirement to prepare an EIS or an EA under normal circumstances. However, the responsible official shall be alert to unusual conditions that would require an EIS or an EA. They are categorically excluded because they are routine, will not create greater demands or loads on environmental impact areas, will allow the current agency action to continue, or do not alter physical conditions.

a. Assisting Federal agencies in improving transportation management and practices,

b. Negotiating transportation rates and providing expert testimony before transportation regulatory bodies,

c. Auditing Federal transportation documents,

d. Providing Federal fleet management and assisting in energy conservation in the Federal vehicle fleet,

e. Assisting Federal agencies in public utilities management (excluding communications); negotiating for public utility services on behalf of Federal agencies; and providing expert testimony before public utility regulatory bodies, and

f. Providing motor vehicle support to Federal executive, legislative, and judicial activities through a nationwide system of motor pools.

3. *Class II, Actions that normally require an EIS.* None that apply to TPUS.

4. *Class III, Actions that normally require EA's but not EIS's.* None that apply to TPUS.

5. *Indicators of significance.* Indicators of significance are employed to define thresholds beyond which environmental impact statements or assessments are required. Class I activities, encompassing all of the actions included for TPUS, by definition do not require environmental impact statements or assessments. Therefore, the inclusion of indicators of significance for TPUS is not appropriate.

BILLING CODE 6820-23-M

Appendix E. PBS Decision Points

November 2, 1979 ADM 1095.1C

SPACE ACQUISITION ACTIONS

ACTION	Consecutive Steps: Non-Prospectus Lease	Prospectus Lease	Prospectus Action Other Than Lease	OFFICIAL	AVAILABLE ENVIRONMENTAL DATA
Determine space needs exist	o	o	o	Reg. PG and/or Reg. Dir. SMD	Begin gathering information
Select method	o	o	o	" " "	Preliminary environmental analysis
Determine delineated area	o	o	o	" " "	Preliminary environmental analysis
Transmit prospectus to OMB		o	o	Administrator	Draft EIS or FONSI
Approve prospectus		o	o	OMB	Draft EIS or FONSI
Request offers for space	o			Reg. Dir. SMD	Draft EIS or FONSI
Accept lessor's offer	o			Reg. Dir. SMD/ Reg. Comm. P	Final EIS or FONSI
Transmit prospectus to PWC		o	o	Administrator	Final EIS or FONSI
Approve prospectus		o	o	PWC	Final EIS or FONSI
Site selection		o	o	Reg. Dir. SMD	Final EIS or FONSI
Request offers for space		o		" " "	Draft EIS or FONSI
Accept lessor's offer		o		Reg. Dir. SMD/ Reg. Comm. P	Final EIS or FONSI

REPAIR & ALTERATION ACTIONS

ACTION	OFFICIAL: Initial Space Alteration	Reimbursable Request	Alteration & Repair	AVAILABLE ENVIRONMENTAL DATA
Determine need for R&A Project (initial space alteration; reimbursable; alteration and repair)	Reg. Dir. SMD	Agency	Reg. Chief, R&A Branch	Begin gathering information
Select extent of alterations	Reg. Dir. SMD	Agency	Reg. Comm. PBS	Preliminary environmental analysis
Approval of prospectus to: 1. OMB		Administrator		Draft EIS or FONSI
2. Congress		Administrator		Final EIS or FONSI
OMB approves prospectus		OMB		Draft EIS or FONSI
PWC approves prospectus		PWC		Final EIS or FONSI
Approve design (R&A and new construction)	Regional Division	Construction Management		Final EIS or FONSI

Appendix F. FPRS Decision Points

1. General. In accordance with paragraph 1505.1(b) of the Regulations, this appendix designates the major decision points for actions sponsored by FPRS and provides the corresponding environmental data available to the decisionmaker.

2. FPRS principal programs, discussed in this appendix are as follows:

a. Disposal of real and personal property (see figure F-1).

b. Acquisition and disposal of strategic and critical materials (see figure F-2).

FEDERAL PROPERTY RESOURCES SERVICE

DISPOSAL OF REAL AND PERSONAL PROPERTY

DECISION POINTS

Action	Official	Available Environmental Data
1. GSA receives reports of excess personal or real property from a Federal holding agency and notifies other Federal agencies of the availability of this property for further utilization	Regional Administrator *	Begin to gather environmental information.
2. If a Federal agency desires property, and GSA approves, property is transferred to the Federal agency.	Commissioner, FPRS * or Regional Administrator *	Environmental assessment with a FONSI or recommendation for DEIS.
If no Federal agency desires property or if GSA disapproves request, GSA determines the property surplus and notifies State and local governments of the availability of the property for local public use.	Regional Administrator *	Preliminary environmental analysis.
3. GSA reviews State and local public agency or non-profit institution requests to acquire the property as well as the comments of other Federal agencies sponsoring these requests, and for real property considers the public sale potential.	Regional Administrator * or Commissioner, FPRS *	Environmental assessment with a FONSI or recommendation for DEIS.
4. GSA Central Office reviews regional office recommendation for FONSI or DEIS and notifies regional office only if the Central Office disagrees with regional office	Commissioner, FPRS *	Environmental assessment with a FONSI or recommendation for DEIS.
5. GSA regional office maintains FONSI or initiates DEIS	Regional Administrator *	Environmental assessment with a FONSI or recommendation for a DEIS.
6. GSA Central Office advises Regional Administrator of final disposal determination in cases where Central Office approval is required.	Commissioner, FPRS *	Final EIS or FONSI
7. GSA regional office disposes of property.	Regional Administrator *	FONSI or final EIS.

* Or his or her designee

Figure F-1. Disposal of real and personal property.

FEDERAL PROPERTY RESOURCES SERVICE

ACQUISITION AND DISPOSAL OF STRATEGIC AND CRITICAL MATERIALS

DECISION POINTS

Action	Official	Environmental Action
1. FPRS receives directive from Federal Preparedness Agency (FPA) to acquire or dispose of strategic and critical materials.	Commissioner, FPRS	Tasks Offices of Property Management and Stockpile Disposal to initiate action and identify potential adverse environmental impacts.
2. Preparation of legislative proposal.	Commissioner, FPRS, or Assistant Commissioner for Stockpile Disposal.	Tasks environmental team to develop environmental checklist (EC) on case by case basis; if EC indicates potential adverse impact, tasks team to prepare environmental assessment (EA) or environmental impact statement (EIS).
3. Submission of legislative proposal.	Commissioner, FPRS	Submission of draft EIS or finding of no significant impact (FONSI) and EA.
4. Implementation of legislation.	Commissioner, FPRS, or Assistant Commissioner for Stockpile Disposal and Property.	Final EIS or FONSI and EA.

Figure F-2. Acquisition and disposal of strategic and other critical materials.

Appendix G. FSS Decision Points

ACTION	Consecutive Steps: Negotiated Contract	Consecutive Steps: Formally Advertised Contract/Stock	Consecutive Steps: Formally Advertised Contract/Direct Delivery	OFFICIAL	AVAILABLE ENVIRONMENTAL ACTIONS
Determine agency needs and requirements	o	o	o	Dir., Programs and Requirements (FR)	Begin gathering information
Review alternative method of acquisition and supply	o	o	o	" " "	Preliminary environmental analysis
Select method of acquisition and supply	o	o	o	" " "	Draft EIS or FONSI
Prepare and approve technical description	o	o	o	" " "	" " "
Determine stocking pattern	o	o		Dir., Office of Supply (FS)	" " "
Approve/issue solicitation	o	o	o	Dir., Office of Contracts (FC)	" " "
Contract award	o	o	o	Commissioner, FSS (F)	Final EIS or FONSI

[FR Doc. 79-39074 Filed 12-31-79; 8:45 am]
BILLING CODE 6820-23-C

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Center for Disease Control

Open Meeting on Influenza Immunization

A meeting will be convened by the Surgeon General, Public Health Service, to review and discuss technical questions pertinent to the composition and formulation of influenza vaccines for 1980–1981. Specific agenda items will include the review and discussion of: epidemiologic and laboratory studies; immunization activities, 1979–1980; adverse reactions to influenza vaccines; recent vaccine trials; vaccine standardization; and vaccine formulation, 1980–1981.

The meeting will be open to the public, limited only by the space available:

Date: January 22, 1980.

Time: 8:30 a.m.

Place: Room 115, Building 29, Bureau of Biologics, Food and Drug Administration, Bethesda, Maryland 20014.

Additional information may be obtained from: Walter R. Dowdle, Ph.D., Assistant Director for Science, Center for Disease Control, Building 1, Room 2425, 1600 Clifton Road, N.E., Atlanta, Georgia 30333, Telephones: Fts: 236–3701, Commercial: 404–329–3701.

Dated: December 20, 1979.

William H. Foege,

Acting Director, Center for Disease Control.

[FR Doc. 79-39377 Filed 12-31-79; 8:45 am]

BILLING CODE 4110-86-M

Immunization Practices Advisory Committee; Meeting

In accordance with section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92–463), the Center for Disease Control announces the following Committee meeting:

Name: Immunization Practices Advisory Committee.

Date: January 21, 1980.

Place: Board Room 3D001, School of Medicine, Uniformed Services University of the Health Sciences, 4301 Jones Bridge Road, Bethesda, Maryland 20014.

Time: 8:30 a.m.

Type of Meeting: Open

Contact Person: J. Donald Millar, M.D., Executive Secretary of Committee, Building 1, Room 2118, Center for Disease Control, 1600 Clifton Road, N.E., Atlanta, Georgia 30333. Phone: Commercial: 404/329–3701 FTS: 236–3701.

Purpose: The Committee is charged with advising on the appropriate uses of immunizing agents.

Agenda: The Committee will revise the existing statements on: Rabies Prevention; Immune Globulins for Protection Against Viral Hepatitis; Mumps Vaccine; and the General Recommendations on Immunization. It will also open discussions on the need for revising the statement on smallpox vaccines in view of worldwide elimination of the disease. Recent activity, including surveillance, in connection with other disease may be reviewed as appropriate or relevant.

Agenda items are subject to change as priorities dictate.

The meeting is open to the public for observation and participation. A roster of members and other relevant information regarding the meeting may be obtained from the contact person listed above.

Dated: December 20, 1979.

William R. Foege,

Acting Director, Center for Disease Control.

[FR Doc. 79-39378 Filed 12-31-79; 8:45 am]

BILLING CODE 4110-86-M

Health Resources Administration

Determination of Population of Health Service Areas

Section 1516 of the Public Health Service Act (included in the National Health Planning and Resources Development Act of 1974, Pub. L. 93–641, as amended by Pub. L. 96–79), authorizes the Secretary of Health, Education, and Welfare to make grants (hereinafter referred to as "planning grants") to health systems agencies to assist them in meeting their costs of operation. The amount of the planning grant, to each health systems agency, is determined in accordance with a formula set forth in the Health Planning and Resources Development Amendments, Pub. L. 96–79, and is based in part upon a determination by the Secretary of the population of the health service area to be served by each agency. Section 122.205 of the governing regulations provides that the Secertary will determine the population of the areas based upon the latest available estimate from the Department of Commerce, and will publish annually in the Federal Register a list of all health service areas and their populations. The populations of the health service areas will be published prior to the final allocation of funds in each fiscal year. Pursuant to section 1536 of the Act, certain States (District of Columbia, Rhode Island, Hawaii, and Puerto Rico) as well as the Virgin Islands, Guam, the Trust Territory of the Pacific Islands, the Northern Mariana Islands and American Somoa do not have helath service areas established within them or health systems agencies designated for them but are nonetheless eligible to receive planning grants under section 1516 based in part upon their population. This Notice sets forth the population of Puerto Rico and the outlying areas as of July 1, 1976, on the same basis as for health service areas.

The Secretary of Health, Education, and Welfare has determined, for purposes of the determination of planning grants for health systems agencies for Fiscal Year 1980, that the population of the health service areas and the District of Columbia, Hawaii and Rhode Island, based on the latest available estimates of the Department of Commerce, are to be derived from the July 1, 1977, revenue-sharing estimates issued by the Bureau of the Census. These Series P–25 Population Reports furnish the latest available estimates (known as "revenue-sharing estimates") for the population of States and territories by counties, incorporated places, and selected minor jursidictions which are on a comparable, uniform, and consistent basis, as needed for the derivation of population totals for health service areas. Data from the Department of Treasury, Office of Revenue Sharing, "General Revenue Sharing Indian Tribe List", were used to make adjustments of the population of health service areas in Arizona and the health service area that includes portions of Arizona, New Mexico, and Utah.

Accordingly, the Secretary has made the following determination of population of the health service areas and areas designated under section 1536 as described above.

Dated: December 19, 1979.

Henry A. Foley,

Administrator, Health Resources Administration.

Health Service Area Population for Purposes of Determination of Planning Grants Fiscal Year 1980 [1]

	Health service area	Population
Alabama	1	711,356
	2	217,733
	3	869,462
	4	473,156
	5	636,716
	6	685,497
	(7) see Ga. #5	
Alaska	1	51,557
	2	279,405
	3	84,820
American Samoa	Sec. 1536	30,100
Arizona	1	1,409,751
	2	579,523
	3	149,772
	4 Incl. Utah #2-6, 043 & N. Mexico #2-50, 790.	137,355
	5	115,471
Arkansas	1	654,785
	2	559,076
	3	458,669
	4	468,898
California	1	556,373
	2	1,135,967
	3	556,637
	4	1,466,344

Health Service Area Population for Purposes of Determination of Planning Grants Fiscal Year 1980[1]—Continued

	Health service area	Population
California	5	1,712,052
	6	735,276
	7	1,216,365
	8	600,131
	9	1,183,149
	10	754,913
	11	7,028,518
	12	1,336,859
	13	1,799,032
	14	1,764,417
Colorado	1	1,790,396
	2	584,601
	3	250,316
Connecticut	1	635,773
	2	591,628
	3	500,319
	4	902,554
	5	483,141
Delaware	1	582,121
District of Columbia	Sec. 1536	684,891
Florida	1	798,723
	2	576,452
	3	916,707
	4	1,505,010
	5	829,315
	6	817,391
	7	661,796
	8	867,861
	9	1,493,008
Georgia	(1) See Tenn. #3	
	2	529,684
	3	2,084,512
	4 Incl. S. Car. #5–96,972.	592,746
	5 Incl. Ala. #7–46,901.	777,919
	6	539,473
	7	560,650
Guam	Sec. 1536	95,900
Hawaii	Sec. 1536	891,386
Idaho	1	855,819
Illinois	1	572,322
	2	705,403
	3	570,408
	4	788,368
	5	612,110
	6	3,062,881
	7	2,827,144
	8	821,395
	9	463,230
	10 Incl. Iowa #3–193,717.	431,677
	11 See Mo. #3	
Indiana	1	1,935,017
	2	2,132,906
	3	1,282,203
Iowa	1 Incl. Neb. #4–16,885.	2,524,366
	(2) See Neb. #3	
	(3) See Ill. #10	
Kansas	1	429,701
	2	587,837
	3	818,989
	(4) See Mo. #1	
Kentucky	1	1,755,750
	2	1,457,447
	(3) See Ohio #1	
Louisiana	1	1,423,530
	2	1,398,462
	3	1,106,097
Maine	1	1,084,423
Maryland	1	318,872
	2	571,868
	3	820,431
	4	2,144,913
	5	281,003
Massachusetts	1	805,817
	2	671,476
	3	475,371
	4	2,196,650
	5	987,457
	6	641,600
Michigan	1	4,727,663
	2	680,456
	3	757,526
	4	1,042,825
	5	582,139
	6	754,354
	7	308,998
	8	331,089
Minnesota	(1) See N.D. #2	
	2 Incl. Wisc. #7–133,841.	480,160
	(3) See N.D. #3	
	4	441,484
	5	1,930,426
	6	533,407
	7	406,495
Mississippi	1	2,385,655
Missouri	1 Incl. Kan. #4–484,419.	1,353,649
	2	1,071,535
	3 Incl. Ill. #11–576,411.	2,386,522
	4	579,057
	5	492,415
Montana	1	765,680
Nebraska	1	622,322
	2	372,132
	3 Incl. Iowa #2–186,336.	729,386
	(4) See Iowa #2	
Nevada	1	275,868
	2	361,095
New Hampshire	1	853,077
New Jersey	1	1,334,617
	2	1,947,976
	3	564,189
	4	2,008,140
	5	1,489,249
New Mexico	1	1,145,297
	(2) See Ariz. #4	
New York	1	1,735,715
	2	1,204,749
	3	1,423,796
	4 Incl. Pa. #8–103,980.	421,647
	5	1,357,829
	6	1,899,637
	7	7,297,787
	8	2,694,993
North Carolina	1	946,144
	2	1,045,695
	3	928,226
	4	754,296
	5	836,770
	6	1,003,770
North Dakota	1	294,037
	2 Incl. Minn. #1–162,821.	314,047
	3 Incl. Minn. #3–198,547.	404,057
Northern Mariana Islands.	Sec. 1536	15,700
Ohio	1 Incl. Ky. #3–254,384.	1,710,949
	2	1,111,487
	3	400,176
	4	998,124
	5	1,574,820
	6	705,114
	7	825,701
	8	661,465
	9	2,210,760
	10	752,377
Oklahoma	1	2,817,078
Oregon	1	1,043,701
	2	1,023,846
	3	316,953
Pennsylvania	1	3,762,846
	2	904,877
	3	804,219
	4	1,342,235
	5	730,285
	6	2,904,015
	7	754,459
	(8) See N.Y. #4	
	9	496,578
Puerto Rico	Sec. 1536	3,205,000
Rhode Island	Sec. 1536	937,416
South Carolina	1	767,190
	2	799,284
	3	576,884
	4	637,231
	(5) See Ga. #4	
South Dakota	1	687,755
Tennessee	1 Incl. Va. #6–86,572	479,521
	2	786,402
	3 Incl. Ga. #1–99,630.	564,262
Tennessee	4	1,390,374
	5	430,794
	6	827,093
Texas	1	349,163
	2	347,791
	3	456,464
	4	626,445
	5	2,919,729
	6	1,223,508
	7	713,713
	8	1,135,211
	9	1,261,888
	10	607,560
	11	2,845,589
	12	320,588
Trust Territory of the Pacific Islands.	Sec. 1536	109,800
Utah	1	1,263,964
	(2) See Ariz. #4	
Vermont	1	485,148
Virginia	1	648,817
	2	1,027,710
	3	1,095,907
	4	927,807
	5	1,313,659
	(6) See Tenn. #1	
Virgin Islands	Sec. 1536	94,900
Washington	1	2,233,908
	2	521,721
	3	442,500
	4	482,020
West Virginia	1	1,853,280
Wisconsin	1	801,265
	2	1,792,059
	3	462,924
	4	506,924
	5	565,616
	6	381,641
	(7) See Minn. #2	
Wyoming	1	405,990
Total	213	220,088,712

[1] Population based on Bureau of the Census "revenue-sharing" estimates for July 1, 1977 as noted in the accompanying text of this Notice.

[FR Doc. 79-39876 Filed 12-31-79; 8:45 am]

BILLING CODE 4110-83-M

Office of Education

National Advisory Council on Bilingual Education; Meeting

AGENCY: National Advisory Council on Bilingual Education.

ACTION: Notice.

SUMMARY: This notice sets forth the schedule and proposed agenda of forthcoming meeting of the Legislative and Policy Committee of the National Advisory Council on Bilingual Education. Notice of these meetings is required under the Federal Advisory Committee Act (5 U.S.C. Appendix 1, 10(a)(2)). This document is intended to notify the general public of their opportunity to attend.

DATES: January 21–22, 1980, 9:00 a.m. to 5:00 p.m.

ADDRESS: The Committee meeting will be held at the Office of Bilingual Education, Reporters Building, Room 421, Office of Education, 400 Maryland Avenue, S.W., Washington, D.C. 20202.

FOR FURTHER INFORMATION CONTACT:
Gloria Becerra, Office of Bilingual Education, Reporters Building, Room 421, Office of Education, 400 Maryland Avenue, S.W., Washington, D.C. 20202, (202) 447-9227.

The National Advisory Council on Bilingual Education is established under Section 732(a) of the Bilingual Education Act (20 U.S.C. 880b-11) to advise the Secretary of Health, Education, and Welfare and the Commissioner of Education concerning matters arising in the administration of the Bilingual Education Act.

The purpose of the Legislative and Policy Committee is to formulate recommendations relative to the Title VII Regulations as well as the establishment of the Department of Education.

Records will be kept of all Council proceedings and shall be available for public inspection after approval of said records has been given by the Full Council. These records will be available in Room 421, Reporters Building, 300 7th Street, SW., Washington, DC. Written requests for such records should be sent to 400 Maryland Avenue, SW, Reporters Building, Room 421, Washington, DC 20202.

In the event that the proposed agenda is completed prior to the projected date or time, the Committee will adjourn the meeting.

Signed at Washington, D.C. on December 19, 1979.

Josue M. Gonzalez,

Director, Office of Bilingual Education.

[FR Doc. 79-39348 Filed 12-31-79; 8:45 am]

BILLING CODE 4110-02-M

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

Receipt of Petition for Federal Acknowledgment of Existence as an Indian Tribe

December 18, 1979.

This notice is published in the exercise of authority delegated by the Secretary of the Interior to the Assistant Secretary—Indian Affairs by 209 DM 8.

Pursuant to 25 CFR 54.8(a) notice is hereby given that the Allegheny Nation (Ohio Band) Community Center Incorporated, 2239 Mahoning Road, N.E., Canton, Ohio 44705, has filed a petition for acknowledgment by the Secretary of the Interior that the group exists as an Indian tribe. The petition was received by the Bureau of Indian Affairs on November 13, 1979. The petition was forwarded and signed by Sammy Lee Kennedy.

This is a notice of receipt of petition and does not constitute notice that the petition is under active consideration. Notice of active consideration will be by mail to the petitioner and other interested parties at the appropriate time.

Under § 54.8(d) of the Federal regulations, interested parties may submit factual or legal arguments in support of or in opposition to the group's petition. Any information submitted will be made available on the same basis as other information in the Bureau of Indian Affairs files.

The petition may be examined by appointment in the Division of Tribal Government Services, Bureau of Indian Affairs, Department of the Interior, 18th and C Streets, NW, Washington, D.C. 20242.

Rick Lavis,

Deputy Assistant Secretary—Indian Affairs.

[FR Doc. 79-39372 Filed 12-31-79; 8:45 am]

BILLING CODE 4310-02-M

Heritage Conservation and Recreation Service

National Register of Historic Places; Notification of Pending Nominations

Nominations for the following properties being considered for listing in the National Register were received by the Heritage Conservation and Recreation Service before January 2, 1979. Pursuant to section 60.13 of 36 CFR Part 60, written comments concerning the significance of these properties under the National Register criteria for evaluation may be forwarded to the National Register, Heritage Conservation and Recreation Service, U.S. Department of the Interior, Washington, D.C. 20243. Written comments or a request for additional time to prepare comments should be submitted by January 14, 1980.

Sally Oldham,

Acting Chief, Registration Branch.

MAINE

Sagadahoc County

Woolwich, *Hathorn, Lt. Richard, House,* ME 127

MONTANA

Fergus County

Lewistown, *Fergus County Improvement Corporation Dormitory,* 216 7th Ave. S.

PENNSYLVANIA

Bedford County Covered Bridges Thematic Resources. Reference—see individual listings under Bedford County.

Adams County

Abbottstown, *Abbott, John, House,* E. King St. and Country Club Rd.

Allegheny County

Avalon, *Davis Island Lock and Dam Site,* Ohio River
Emsworth vicinity, *Reed Hall,* W of Emsworth on Huntington Rd.
Millvale, *St. Nicholas Croation Church,* 24 Maryland Ave.

Bedford County

Alum Bank vicinity, *Dr. Knisley Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Alum Bank vicinity, *Snooks Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Bedford vicinity, *Feltons Mill Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Bedford vicinity, *Jacksons Mill Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Bedford vicinity, *McDaniels Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Fishertown vicinity, *Ryot Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Hewitt vicinity, *Hewitt Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Hopewell vicinity *Halls Mill Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Manns Choice vicinity, *Heirline Covered Bridge (Bedford County Covered Bridges Thematic Resources) N of Manns Choice*
New Buena Vista vicinity, *Diehls Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Osterburg vicinity, *Osterburg Covered Bridge (Bedford County Covered Bridges Thematic Resources)* PA 869
Palo Alto, *Fischtner Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Schellsburg vicinity, *New Paris Covered Bridge (Bedford County Covered Bridges Thematic Resources)*
Schellsburg vicinity, *Shiller Covered Bridge (Bedford County Covered Bridges Thematic Resources)*

Berks County

Morgantown vicinity, *Joanna Furnace Complex,* N of Morgantown on PA 10
Reading, *Stirling,* 1120 Centre Ave.

Bucks County

Cornwells Heights, *Little Jerusalem (Bensalem) A.M.E. Church,* 1200 Bridgewater Rd.
Doylestown, *Dungan, Pugh, House,* 33 W. Court St.

Centre County

Centennial vicinity, *Wilson, George, Homestead, SW* of Centennial on PA 550

Clearfield County

Nahaffey vicinity, *McGees Mills Covered Bridge,* W of Mahaffey

Crawford County

Cambridge Springs, *Kelley, Amos, House,* 325 S. Main St.
Hartstown, *White, Dr. James, House,* Jct. of U.S. 322 and PA 285
Saegertown, *Seager, Edward, House,* 375 Main St.

Dauphin County

Berrysburg, *Romberger-Stover House,* Market St.

Delaware County

Upland, *Crozer, John P., III, Mansion,* 900, 922, 924, 926 Main St.

Fayette County

Fayette City vicinity, *Locus 7 Site,* N of Fayette City

Franklin County

Mercersburg vicinity, *Church Hill Farm,* NE of Mercersburg at 8941 Kings Lane
Waynesboro, *Borough Hall of the Borough of Waynesboro,* 57 E. Main St.

Fulton County

Needmore vicinity, *Friendship Farm,* SW of Needmore on PA 522

Huntingdon County

Orbisonia vicinity, *St. Mary's Covered Bridge (Shade Gap Covered Bridge)* 4.5 mi. S of Orbisonia on U.S. 522

Indiana County

Robinson and vicinity, *Western Division of the Pennsylvania Canal,* Along the Conemaugh River (also in Westmoreland County)

Lawrence County

Enon Valley vicinity, *Old Homstead (Pine Grove Farm)* NW of Enon Valley off PA 351

Lebanon County

Myerstown vicinity, *Immel, John, House,* E of Myerstown on Flanagan Rd.
Schaefferstown, *Rex House,* N. Market St.

Lehigh County

Allentown and vicinity, *Lehigh Canal: Walnutport to Allentown Section* (also in Northamption County)

TENNESSEE

Loudon County

Loudon, *Wilson, Orme, and Company Storehouse,* Hackberry St.

WEST VIRGINIA

Barbour County

Philippi, *Barbour County Courthouse,* Court Sq.

Mingo County

Williamson, *Coal House,* 2nd Ave. and Court St.

Summers County

Pipestem vicinity, *Jordan's Chapel,* NW of Pipestem on SR 18

[FR Doc. 79-39683 Filed 12-31-79; 8:45 am]
BILLING CODE 4310-03-M

Office of Surface Mining and Reclamation Enforcement

[Federal Lease Nos. C-09004, C-09005, C-074632, C-0115606, C-12640, C-0125456, C-0125457, C-011646, C-030345]

Availability for Public Review of Proposed Major Modification to Coal Basin Mines

AGENCY: Office of Surface Mining Reclamation and Enforcement, Department of the Interior.

ACTION: Availability for Public Review of Proposed Major Modification to a Coal Mining and Reclamation Plan.

SUMMARY: Pursuant to section 211.5 of Title 30 and Section 1500.2 of Title 40, Code of Federal Regulations, notice is given that the Office of Surface Mining (OSM) has received a major modification to an existing mining and reclamation plan. The proposed modification is described below.

Location of Lands To Be Accepted by Modification

Applicant: Mid-Continent Resources Inc.
Mine Name: Coal Basin Mines.
State: Colorado.
County: Pitkin County.
Township, Range, Section: T. 10 S., R. 89 W., Section 15.
Office of Surface Mining Reference No.: CO-0011.

This proposal is for the construction of a permanent valley fill associated with the construction of a 14,000 ft. long twin bore tunnel. This major modification concerns only the tunnel construction and associated permanent fill. One bore of the tunnel will be used for men and materials access, the other bore will be used for a central coal conveyor system. This tunnel will eliminate approximately 7 miles of Class I haul road, all above an elevation of 8,000 ft. in delicate alpine and sub-alpine zones within White River National Forest. Fifteen acres will be disturbed as a result of the tunnel and fill.

The Coal Basin Mines produce approximately 850,000 tons per year of high grade coking coal. Their customers are Kaiser Steel in Fontana, California, and United States Steel in Provo, Utah.

The Coal Basin Mines were addressed in the West Central Colorado EIS, July 1978, by Bureau of Land Management. This document is available for review at the OSM Region V office, Brooks Towers, 1020 15th Street, Denver, Colorado 80202 and the Bureau of Land Management State Office, 1600 Broadway Street, Room 700, Colorado State Bank Building, Denver, Colorado 80202.

This notice is issued at this time for the convenience of the public. the Office of Surface Mining has not yet determined whether the proposed modification is technically adequate. It is possible that OSM will request additional information from the company during the forthcoming technical review. Any further information so obtained would also be available for public review.

No action on the proposed modification shall be taken by the Regional Director until after February 1, 1980. Prior to taking any action on this proposed amendment, OSM will issue a Notice of Pending Decision pursuant to § 211.5(c)(2) of Title 30, Code of Federal Regulations.

The mine plan modification submitted by Mid-Continent Resources is available for public review during normal working hours in the library, Office of Surface Mining, Region V, second floor, Brooks Towers, 1020 15th Street, Denver, Colorado. Comments on the proposed modification may be submitted during the 30 day period after the publication of this notice to the Regional Director, Office of Surface Mining, at the same address.

FOR FURTHER INFORMATION CONTACT: Keith G. Kirk or John Hardaway, Office of Surface Mining, Region V, Brooks Towers, 1020 15th Street, Denver, Colorado 80202.

Donald A. Crane,

Regional Director.

[FR Doc. 79-39890 Filed 12-31-79; 8:45 am]
BILLING CODE 4310-05-M

DEPARTMENT OF JUSTICE

Law Enforcement Assistance Administration

National Minority Advisory Council on Criminal Justice; Meeting

This is to provide notice that the National Minority Advisory Council on Criminal Justice sub-committee on Collective Violence will meet on January 18, 1980. The meeting will be held in the Conference Room of A. L. Nellum and Associates, located at 1990 M Street, NW, Suite 200, Washington, DC, and will begin at 10:00 a.m.

This meeting will focus on recent events of collective violence against minorities, formulating strategies and advisements which protect the civil rights of minorities, review of information relative to this topic as developed and analyzed by NMACCJ staff and determine issues and recommendations to exchange with

officials of the Department of Justice in this subject area.

Anyone wishing additional information should contact either Ms. Peggy Triplett, LEAA–NMACCJ Coordinator at 633 Indiana Avenue, NW, Washington, DC 20531, (202) 724–5933, or Mr. Alan G. Boyd, NMACCJ Staff Director, 1990 M Street, NW, Suite 200, Washington, DC 20036 (202) 862–9348.

Peggy E. Triplett,

Project Monitor, National Minority Advisory Council on Criminal Justice.

[FR Doc. 79-39953 Filed 12-31-79; 8:45 am]

BILLING CODE 4410-18-M

National Minority Advisory Council on Criminal Justice; Meeting

This is to provide notice that the National Minority Advisory Council on Criminal Justice, Sub-Committee on the Results Conference will meet on January 11, 1980. The meeting will be held in the Conference Room of A. L. Nellum and Associates, Inc. located at 1990 M Street, NW, and will begin at 10:00 a.m.

This meeting will focus on developing plans for the NMACCJ's results conference which is scheduled for June, 1980. the subcommittee will select expert speakers for the conference, identify workshop topics and facilitators, and develop a plan of operation for the Council's results conference.

Anyone wishing additional information should contact either Ms. Peggy Triplett, LEAA–NMACCJ Coordinator at 633 Indiana Avenue, NW, Washington, DC 20531, (202) 724–5933 or Mr. Alan G. Boyd, NMACCJ Staff Director, 1990 M Street, NW, Suite 200, Washington, DC 20036 (202) 862–9348.

Peggy E. Triplett,

Project Monitor, National Minority Advisory Council on Criminal Justice.

[FR Doc. 79-39875 Filed 12-31-79; 8:45 am]

BILLING CODE 4410-18-M

DEPARTMENT OF LABOR

Mine Safety and Health Administration

[Docket No. M-79-173-C]

Ligon Preparation Co.; Petition for Modification of Application of Mandatory Safety Standard

Ligon Preparation Company, P.O. Box 47, Drift, Kentucky 41619, has filed a petition to modify the application of 30 CFR 75.1719 (Illumination) to its I–201 Mine, located in Floyd County, Kentucky, in accordance with section 101(c) of the Federal Mine Safety and Health Act of 1977.

The substance of the petition is as follows:

1. The petitioner is engaged in second mining. The mine is a single section small truck mine. Equipment consists of a coal drill, cutting machine, roof bolter, and scoops.

2. The coal drill has been equipped with a lighting system.

3. The petitioner states that changes in the amount of illumination prevent the coal drill operator from seeing well enough to work safely when he gets off the machine to do other jobs.

4. As a modification of 30 CFR 75.1719, the petitioner requests that the equipment now in use at the mine be allowed to be used without lighting until new equipment with factory-equipped lights is purchased and is phased into the operation.

Request for Comments

Persons interested in this petition may furnish written comments on or before February 1, 1980. Comments must be filed with the Office of Standards, Regulations and Variances, Mine Safety and Health Administration, Room 631, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: December 20, 1979.

Frank A. White,

Director, Office of Standards, Regulations and Variances.

[FR Doc. 79-39883 Filed 12-31-79; 8:45 am]

BILLING CODE 4510-43-M

Pension and Welfare Benefit Programs

[Prohibited Transaction Exemption 79-85; Application No. L-1517]

Exemption From the Prohibitions for Certain Transactions Involving the Norton Simon Inc. Profit Sharing Trust, Glass Containers Corp. Profit Sharing Retirement Plan and Trust, Glass Containers Corp. Profit Sharing Plan and Trust, Hunt-Wesson Retirement Account Plan and Trust, and United Can Co. Profit Sharing Retirement Plan and Trust Which are Located in New York

AGENCY: Department of Labor.

ACTION: Grant of individual exemption.

SUMMARY: This exemption exempts until June 30, 1981 the Norton Simon Inc. Profit Sharing Trust, Glass Containers Corporation Profit Sharing Retirement Plan and Trust, Glass Containers Corporation Profit Sharing Plan and Trust, Hunt-Wesson Retirement Account Plan and Trust, and United Can Company Profit Sharing Retirement Plan and Trust (the Plans) from certain limitations with respect to the holding of qualifying employer securities.

FOR FURTHER INFORMATION CONTACT: Richard Small of the Office of Fiduciary Standards, Pension and Welfare Benefit Programs, Room C–4526, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20216. (202) 523–7222. (This is not a toll-free number.)

SUPPLEMENTARY INFORMATION: On November 20, 1979 notice was published in the Federal Register (44 FR 66710) of the pendency before the Department of Labor (the Department) of a proposal to grant an exemption from the restrictions of sections 406(a) and 407(a) of the Employee Retirement Income Security Act of 1974 (the Act), for certain limitations with respect to the holding of qualifying employer securities by the Plans. The notice set forth a summary of facts and representations contained in the application for exemption and referred interested persons to the application for a complete statement of the facts and representations. The application has been available for public inspection at the Department in Washinton, D.C. The notice also invited interested persons to submit comments on the requested exemption to the Department. The applicant has represented that a copy of the notice has been provided to all persons and organizations necessary to comply with the requirements of the notification to interested persons as set forth in the notice of pendency. The Department received five public comments. Four of the public comments favored granting the exemption in the form in which it was proposed. The fifth public comment requested that an exemption not be granted because of the large amount of qualifying empolyer securities being held by the Plans.

Upon consideration of the comments received, the Department has determined to grant the exemption in the form in which it was proposed.

General Information

The attention of interested persons is directed to the following:

(1) The fact that a transaction is the subject of an exemption granted under section 408(a) of the Act does not relieve a fiduciary or other party in interest with respect to a plan to which the exemption is applicable from certain other provision of the Act. These provisions include any prohibited transaction provisions to which the exemption does not apply and the general fiduciary responsibility provisions of section 404 of the Act,

which among other things require a fiduciary to discharge his or her duties respecting the plan solely in the interest of the participants and beneficiaries of the plan and in a prudent fashion in accordance with section 404(a)(1)(B) of the Act.

(2) This exemption does not extend to transactions prohibited under section 406(b) of the Act.

(3) This exemption is supplemental to, and not in derogation of, any other provisions of the Act, including statutory or administrative exemptions and transitional rules. Furthermore, the fact that a transaction is subject to an administrative or statutory exemption or transitional rule is not dispositive of whether the transaction is, in fact, a prohibited transaction.

Exemption

In accordance with section 408(a) of the Act and the procedures set forth in ERISA Procedure 75–1 (40 FR 18471, April 28, 1975), and based upon the entire record, the Department makes the following determinations:

(a) The exemption is administratively feasible;

(b) It is in the interests of the Plans and of their participants and beneficiaries; and

(c) It is protective of the rights of the participants and beneficiaries of the Plans.

Accordingly, the restrictions of sections 406(a) and 407(a) of the Act shall not apply until June 30, 1981 to the continued holding of the common stock of Norton Simon Inc. as follows: 98,116.075 shares by the Norton Simon Inc. Profit Sharing Plan and Trust; 6,017.775 shares by the Glass Containers Corporation Profit Sharing Retirement Plan and Trust; 104,795.200 shares by the Glass Containers Corporation Profit Sharing Plan and Trust; 1,059,182.675 shares by the Hunt-Wesson Retirement Account Plan and Trust; and 244,331.275 shares by the United Can Company Profit Sharing Retirement Plan and Trust.

The availaibilty of this exemption is subject to the express condition that the material facts and the representations contained in the application are true and complete, and that the application accurately describes all material terms of the transaction to be consummated pursuant to this exemption.

Signed at Washington, D.C., this 21st day of December 1979.

Ian D. Lanoff,

Administrator for Pension and Welfare Benefit Programs, Labor-Management Services Administration, U.S Department of Labor.

[FR Doc. 79-39891 Filed 12-31-79; 8:45 am]

BILLING CODE 4510-29-M

NATIONAL COMMISSION ON AIR QUALITY

Policy on Public Participation; Responsiveness Summary

The National Commission on Air Qualtiy (NCAQ) Public Participation Plan published below has been revised to take into consideration comments received on the draft Public Participation Plan published in the September 5, 1979 Federal Register. Over fifty comments were received from state, local, and federal agencies, large corporations and small businesses, national and grassroots environmental, civic, and health organizations, and individuals. This revised plan will assure active and meaningful public involvement in the Commission's studies of the Clean Air Act, as mandated under Section 323 of that Act. All public comments are available for review at the NCAQ office, 499 S. Capitol Street, S.W., Washington, D.C. 20003.

The Commission during its studies will seek to ensure broad public participation at important stages of its program, including during the development of its reports and recommendations to Congress. The final plan seeks to assure not only that the Commission informs the interested public about its studies but also that the Commission is advised of the experiences of all sectors involved in air quality issues and applies that information to the overall study.

Specifically, the Commission asked for comment on three issues: The feasibility and value of the Commission's sponsoring a national conference on air quality; the concept of a formal, independent mid-point evaluation of the Commission's public participation program, with recommendations, if appropriate, for improving the effort; and the necessity for reimbursing particular sectors of the public for travel costs associated with participation in Commission activities.

A substantial majority of the commentors felt that a national conference on air quality would be of little or no value to the Commission. Commentors felt that Commission resources could be better spent on other activities such as regional meetings, extensive review of draft reports, and increased involvement in NCAQ technical studies. Therefore, the Commission has deleted the section proposing a national conference and has increased the emphasis in these other areas.

Comments concerning a formal independent mid-point evaluation were split between those who supported such an evaluation and those who did not. Of primary concern to those opposed was the possible expense associated with such an evaluation. Several commentors suggested a more modest approach in which a diverse group of individuals and organizations would be asked for candid assessments and suggestions concerning the NCAQ public participation effort, without the formality of a paid panel. The Commission has accepted this approach and has incorporated it into the evaluation section.

There was strong support for a reimbursement policy covering the travel expenses of certain participants in specific NCAQ activities. Commentors suggested limiting reimbursement to those individuals who had maintained steady involvement in NCAQ activities, who would find it difficult to participate otherwise, who could not obtain reimbursement elsewhere, and who had unique viewpoints. In response to this majority of commentors, NCAQ has instituted a policy of reimbursing travel expenses of information group members who attend workshops in the regional study areas selected under Parts II and III of the Plan of Study. Reimbursement will be based on need and inability to obtain reimbursement elsewhere. On the basis of experience with these workshops and a continuing availability of resources, NCAQ may apply this policy to regional meetings to be held in early 1981 as alternatives to a national conference.

Specific suggestions were also received on other parts of the draft public participation plan. Many were incorporated, such as additional categories for the mailing list, expanding representation on the expert panels and information groups, initiating an effort to award small contracts to local organizations for arranging information group workshops, and increasing the number of meetings held outside of Washington, D.C.

Some suggestions, however, cannot be included in the plan, primarily because of associated costs. Those include setting up depositories in every state air quality program, videotaping expert panel discussions and other meetings, and distributing multiple copies of Commission meeting transcripts. There also were suggestions that NCAQ

increase the public comment period from 30 days to 45 or 60 days. While the Commission will actively solicit comment on key decisions at the earliest reasonable time, the short time frame within which the Commission must operate requires adherence to a 30-day comment period. This period will be substantially extended, however, while the NCAQ draft final report is being considered by the public.

Finally, some proposed tasks were deleted from the draft plan based on an analysis of the plan's scope and available staff resources. They include the summary of interest group activities, the separation of the core mailing list by interest area, the clearinghouse function for basic air quality information and the profiles of regions and industries selected for study under Parts II, III and VI of the Plan of Study. These tasks may be attempted in the future as time and staff permit. The Commission thanks individuals for their comments and encourages continuing dialogue about this and other areas of the NCAQ effort.

William H. Lewis, Jr.,

Director.

National Commission on Air Quality Public Participation Plan

Introduction

The Public Participation Plan for the National Commission on Air Quality (NCAQ) is divided into four sections: Initiation of Public Contact; Information Dissemination; Consultation and Response; and Evaluation.

Public Participation activities in each section are closely related to the Commission's technical work, as outlined in the Commission's June 22, 1979 Plan of Study. The activities are intended to increase communication between the public and the NCAQ Commissioners and staff members on air quality issues.

The Commission expects this Public Participation Plan to be flexible and dynamic, changing in response to public comments to meet changing needs. The plan will be revised also to reflect ongoing evaluations. NCAQ hopes that the public will continue to propose additional innovative ways to accomplish the participation objective, provide insights about successes and failures of other public participation efforts, and suggest areas of emphasis throughout the study period.

The Public Participation Plan proposes that the Commission undertake a variety of activities such as workshops, expert panels, information groups, public hearings and meetings. These activities will provide opportunities for substantive dialogue among air pollution control interests.

The Commission has employed three full-time professionals who are primarily responsible for public participation activities with the following major individual constituencies: business, industry and agricultural interests; environmental, public health and labor interests; and federal, state and local government interests.

In addition to these three liaison persons, the Commission has employed as assistant director for public affairs and administration, with direct responsibility for overseeing public participation activities. Two other individuals in the Office of Public Affairs and Administration—the public information officer and the meetings coordinator—also will work in the public participation effort, as will virtually all members of the Commission staff and the Commissioners.

Objective

The purpose of this Public Participation Plan is to ensure that any and all interested parties become actively involved in the ongoing work of the National Commission on Air Quality. The Plan is designed to provide opportunities for consensus to emerge on Clean Air Act issues, and ultimately, on the Commission's report to Congress.

Because this report will affect national policy on air pollution control, it is essential that diverse interests contribute to the Commission's examination of the Clean Air Act, and to its study of alternative means of achieving the Act's goals.

Accordingly, this Plan establishes a strategy for fulfilling the Commission's fundamental intent both to inform and respond to a multiplicity of interests and opinions on air quality issues.

I. Initiation of Public Contact

The Commission intends to identify groups or individuals who may be interested in or affected by air pollution control issues. An initial mailing list has been compiled. The Commission expects that this list will be continually expanded as additional names are suggested and as additional groups seek to be kept informed of Commission activities. Tasks to initiate public contact include:

A. *Identification and inclusion on the mailing list of groups and individuals interested in air quality issues.* This group will receive the Commission's monthly newsletter and other major NCAQ publications. Initial estimate is 7,500 names including (in alphabetical order):

Agricultural Interests
Civic Associations
Companies
Congress and Congressional Staff
Consumer Groups
Conservation Organizations
Educational Groups
Environmental Organizations
Federal Departments and Agencies
Finance and Economic Development Groups
Individuals
Industry Groups and Trade Associations
Labor Organizations
Local, City, County Government Agencies/ National Organizations
Medical Professionals
Minority Groups
National and Local Media
Public Health Organizations
Regional and State Air Quality Public Participation Programs
Regional Government Agencies
Scientific and Professional Associations
Small Businesses
State Executive Branches
State Legislative Branches
Trade Press and Specialized Press
Urban Neighborhood Organizations
Other

B. *Organization of the mailing list* into the following categories:

1. A list of the most active, interested, and involved groups and individuals nationwide—initial estimate 2,000. The Commission will attempt to keep the groups and individuals on this list fully informed about the Commission's progress and will contact them by direct mail or telephone on occasions when public comment is being sought.

2. Lists of groups and individuals according to geographic regions. This list will be particularly important for those regions selected for study under Parts II and III of the Commission's Plan of Study.

C. *Initiation of Public Contacts.* While much initial contact will be made by telephone, the following formal contacts will also be made:

1. Media contacts for print media including national newspapers and news magazines, trade and specialized publications. In many cases, information will delivered to Washington bureaus of out-of-town papers, or to news services which supply local publications. Regional mailing lists will be developed in areas where NCAQ Commissioners live and work and in regions selected for intense study. Press releases and other information will be addressed to the appropriate environmental writer or editor.

Mailing lists for radio and television will be developed in an identical manner and scope. When live coverage is appropriate, special efforts will be made to notify assignment editors and "talk-show" producers.

2. Initial mailings to entire mailing list including NCAQ Plan of Study and

accompanying fact sheet, introduction of Commissioners and key staff, and background information on NCAQ mandate, history, and organizations.

II. Information Dissemination

A. *Establish and maintain information depositories.* Each depository will contain interim and final reports from technical studies completed under contract to NCAQ background information about the Commission, and other relevant information. NCAQ will be responsible for keeping the contents of the depository current. The NCAQ library at the Commission office in Washington, D.C. will also be open to the public during normal working hours.

1. An information depository will be established in each of the standard federal regional office cities and at least one city in each regional study area selected under Parts II and III of the NCAQ Plan of Study. These locations include:

Albuquerque, NM	Miami, FL
Atlanta, GA	Minneapolis, MN
Boston, MA	New York City, NY
Chicago, IL	Philadlphia, PA
Cincinnati, OH	Phoenix, AZ
Dallas, TX	Raleigh-Durham, NC
Denver, CO	San Francisco, CA
Grand Junction, CO	Seattle, WA
Kansas City, MO	Toledo, OH
Los Angeles, CA	Washington, D.C.

2. Coin operated copying facilities will be available in each depository location. A limited number of interim and final contract reports will be available at no cost from NCAQ for individuals and organizations who are not located in or near depository sites.

B. *Maintain an NCAQ speakers bureau.* Commissioners and NCAQ staff will be active participants in various public meetings, conferences, workshops, panels and forums of groups interested in air quality issues insofar as travel budget constraints allow. Commission members and NCAQ staff will inform those groups of the Commission's activities and will encourage involvement of those groups in the Commission's work. NCAQ participation and speeches will be announced in the NCAQ bulletin and through proper media channels. Texts of speeches by NCAQ members and staff will be available upon request when written versions of speeches are prepared.

C. *Distribute timely information on a regular basis.* The Commission regularly will prepare information for wide distribution to keep interested parties advised of the Commission's progress. This effort includes dissemination of information in the following ways:

Type	Timing	Distribution
1 Four page NCAQ newsletter "Air Waves," containing articles on contracts awarded, upcoming speeches, announcements, summaries of Commission meetings describing the context of presentations, discussions, and actions taken, notices of available reports, articles by staff, etc.	Monthly	Entire mailing list.
2. Announcements of Commission meetings:		
a. FEDERAL REGISTER Notices	30-Day Advance	Readers of FEDERAL REGISTER
b. "Air Waves"	Monthly	Entire mailing list.
c. Dear Colleague Letter	Occasionally	Congressional offices.
3. Articles in newsletters, and other publications of outside organizations	Frequently	Outside organizations.
4. National Press (print/electronic)		
Trade Press (print/electronic)		
Regional Press (print/electronic)		

D. *Ensure that technical background documents are available for public scrutiny.* A copy of each document will be placed in the regional depositories and in the NCAQ library. Copies of documents will be available within the limits of NCAQ resources. Copies of interim and final contractor reports will be available according to the NCAQ Policy on Public Review of Contractor Reports which is attached to this Public Participation Plan. Examples of documents to be provided are:

Type	Timing
1. Contractor reports	Interim reports when received; Final reports upon approved completion of contract.
2. Existing studies	When compiled.
3. Reports of expert panels	When completed.
4. NCAQ staff studies	When completed.

E. *Distribute information which facilitates the public comment process.* The Commission will solicit and consider public comments prior to making certain key decisions. Solicitations may involve a **Federal Register** notice, direct mail, or may be conducted informally. Comments and suggestions have been solicited on the Plan of Study, the selection of regional study areas under Parts II and III of the Plan of Study, the Public Participation Plan, policy alternatives to be considered in the regional study areas, and issues and participants for various technical panels. Comments will be solicited before final recommendations to Congress are developed and at other points yet to be identified. When public comments are being sought, the Commission will provide information concerning the action or decision at least 30 days prior to the decision. This time is needed so the public can develop informed comments and so that the Commission can carefully consider public views before taking final action. The information will include:

Type	Timing
1. The proposed document or summary of action to be taken.	30-day advance.
2. Fact sheet, when appropriate, summarizing: issues involved; ramifications of decision; alternatives considered; trade-offs of alternatives; areas particularly needing comment.	30-day advance.
3. Technical background documents and through information depositories shortly after NCAQ receipt.	Available by request.

III. Consultation and Response

Throughout the study, NCAQ will encourage and maintain a dialogue with members of the public. NCAQ will exchange views and openly explore issues, alternatives, and consequences with individuals and groups representing a variety of interests. Consultation will take place at formal and informal meetings, workshops and hearings, through discussions with expert panels and information groups, and during the public comment periods. When appropriate, as after a public comment period, a formal NCAQ response will identify those who participated and subjects discussed; summarize the public's views, important comments, criticisms and suggestions; and detail how public contributions affected NCAQ actions and/or why public comments were not incorporated. This formal response hereafter will be called a responsiveness summary.

An attachment to the Public Participation Plan delineates in chart form the formal meetings and responses proposed by the Commission. In its effort to consult and respond effectively the Commission will:

A. Conduct monthly Commission meetings which are open to the public unless otherwise decided by majority

vote of the Commissioners. Approximately thirty (30) days prior to each meeting, a notice and proposed agenda will be published in the Federal Register. This notice will appear also in the NCAQ bulletin. In order to inform the public of events that take place at Commission meetings, NCAQ will summarize each meeting in "Air Waves." Unless otherwise provided by majority vote, a transcript will be kept of all proceedings of the full Commission, and the transcript will be available for public inspection during regular staff working hours in the NCAQ library.

B. Schedule numerous informal meetings between NCAQ staff and outside interests. These meetings will be kept informal in order to encourage open expression of views. These meetings will also allow NCAQ staff to become fully familiar with existing relevant information and technical studies in the possession of a variety of public and private interests. Examples of such meetings include:

Who	Why
1. Liaison staff/Technical staff/Outside groups and individuals.	To brief groups about NCAQ progress; To learn about available data/concerns/ preferences.
2. Brown bag lunches for NCAQ staff with outside groups and individuals.	To brief groups about an issue; listen to suggestions; build understanding of other viewpoints.

C. Convene panels of experts for in-depth discussion of specific issues relating to air quality. Through seminars, commissioned papers, and workshops the Commission will consult with experts about air quality issues where there is controversy or where no consensus exists on a particular issue. All panels will be publicized in "Air Waves" and open for public observation. The expert panels are expected to provide NCAQ with a variety of cogent opinions and, where possible, to work together to achieve consensus. After receipt of an expert panel report, NCAQ will place a copy in each regional depository and in the NCAQ library. While additional panels may be convened, expert panels are proposed for the following issues:

1. Photochemical Oxidants (Plan of Study, Part I). A diverse group of experts will recommend a scientific approach and identify areas needing research.

2. High Altitude Carbon Monoxides (Plan of Study, Part I). Medical, technical and regulatory experts will evaluate the health effects of carbon monoxide at high altitude.

3. Effects of Legal Requirements on Relations Between Government and the Scientific Community (Plan of Study, Part I). This meeting will allow various interests to discuss effects of government requirements for open meetings on health and ecological effects research activities and development of criteria documents.

4. Modeling Techniques (Plan of Study, Part II). A diverse group of experts will review existing techniques and recommend NCAQ modeling approach.

5. Benefit Methodology (Plan of Study, Part V). Economists and epidemiologists will discuss estimation techniques and critique existing studies.

6. Cost Methodology (Plan of Study, Part V). Economists will identify relevant cost methodologies and critique existing studies and techniques.

7. Regulatory Reform Workship (Plan of Study, Part VII). NCAQ will invite a variety of interests to examine procedural requirements for industrial permitting under the Clean Air Act and to consider alternative procedures.

D. Establish Information Groups and consult with members of those groups. Information Groups will be established as follows. Under Parts II and III of the NCAQ Plan of Study, the Commission has selected five areas for intense study. These include both areas which attain ambient air quality standards for certain pollutants and areas which are not attaining standards for some pollutants. An Information Group will be established for each area to reflect government, business, environmental, labor, health, small business, financial, agricultural and civic interests. Throughout the study, individuals serving on the Information Groups will be consulted about data, opinions, growth projections and local experiences to ensure use of the best and most realistic information available. Two workshops will be held for the Information Groups and other interested or affected parties in each regional study area. The first workshop will be held shortly after the study begins to explain NCAQ objectives for the study, determine sources for existing information, and respond to questions. The second workshop will be held at the end of the study to consult with the Information Group and other interested parties concerning NCAQ findings and tentative conclusions concerning that regional study. Certain travel expenses associated with these workshops will be paid by NCAQ for those members whose participation otherwise would be difficult, and who are not eligible for reimbursement from other sources.

An Information Group will also be established for the industry selected for study under Part VI of the Plan of Study. This group will consist of representatives of industry, state and local control agencies, affected federal agencies, environmental groups, and labor organizations and will provide a forum for communication among NCAQ staff, industry representatives, and those affecting and affected by the industry.

E. Require certain contractors to consult with and respond to the public. Certain research contracts will produce more useful information and better conclusions if a public participation task is included in the contractor's scope of work. Other contracts will include tasks to gather information about public participation in current air quality control programs. These tasks will help the Commission keep the public informed about ongoing technical projects, will contribute to the data base about costs, benefits and impacts of public participation, and will further integrate the research and public affairs aspects of the Commission's work.

Appropriate contractor public participation tasks may include individual interviews with various interests, workshops, information distribution, a survey of interested parties, and a compilation of data from files. Groups and individuals to be contacted may include Information Group members, expert panel members or segments of the NCAQ mailing list.

While other studies undoubtedly will be identified, technical studies currently proposed to include a public participation task are:

1. Survey of State Implementation Plan Submittals (Plan of Study, Part I). The contractor will compile information from state agency and EPA files and other sources to ascertain the extent of public participation in the SIP process.

2. Assessment of Transportation Control Measures (Plan of Study, Part I). The contractor will interview various groups and individuals to evaluate the extent of public participation and its effect on implementing TCM's. Three sites will be selected for in-depth study.

3. Survey of PSD and Offset Permits (Plan of Study, Part I). The contractor will compile information from state agency and EPA files and other sources to identify the extent of public participation in the permitting process.

4. Ability of Federal, State, and Local Governments to Implement and Enforce Provisions of the Clean Air Act (Plan of Study, Part VII). The contractor will evaluate the role of public education and participation in the effective implementation and enforcement of the Act using a case study approach in 7 locations.

5. Public and Private Roles in Undertaking and Stimulating Innovation

(Plan of Study, Part VII). The contractor will interview individuals in business, government, and public interest organizations who have been involved in attempts to stimulate innovation in several air pollution control technologies.

6. Study of Mechanisms Necessary to Address Inter-Regional Transport of Photochemical Oxidants (Plan of Study, Part VII). State, local, and federal officials will be interviewed about potential institutional mechanisms to abate oxidant transport in the Northeast Corridor.

7. Study of Air Monitoring Networks (Plan of Study, Part VII). The contractor will interview state and local pollution control officials, elected officials, citizen organizations, and business and industry officials in five locations to evaluate the effectiveness of current monitoring requirements and local implementation of those requirements.

F. *Conduct formal public meetings or hearings concerning specific air quality issues and Commission recommendations.* In addition to the previously discussed regional study area workshops and meetings of expert panels, the Commission intends to formally consult with the public in various locations on a variety of topics. Included will be:

1. Meetings to involve groups and individuals outside of Washington, D.C. As resources permit and opportunities arise, the Commission will consult with the public in many locatioins about general air quality issues and about NCAQ purposes, progress, and findings. these meetings may be arranged specifically to discuss the Commission's air quality work or may occur during workshops or conferences sponsored by outside organizations. The Commission plans to conduct a variety of regional meetings near the end of the study period to discuss tentative NCAQ findings and conclusions.

2. *Public Hearing.* At the end of the NCAQ study, public hearings will be held in various locations to receive public comments on the Commission's final recommendations to Congress.

IV. Evaluation

The NCAQ staff will continually evaluate accomplishments and activities against the overall public participation objective. The Public Participation Plan is meant to be flexible, evolving to meet needs as they arise. A midpoint evaluation will help the staff make necessary changes and improvements. In order to conduct a fair and thorough evaluation, the Commission will:

A. *Set evaluation criteria.* Based on public comment, NCAQ has selected the following evaluation criteria.

1. Objectives

a. Have clear goals, objectives and evaluation criteria of the public participation program been defined? To what degree are they being met?

b. How helpful has the Plan been in obtaining a national consensus on identification of problems and solutions to air quality problems?

2. Initiation of Public Contact

a. Have all potentially affected and interested segments of the public been identified and contacted?

b. Have the media and other information techniques been effectively used, resulting in greater public understanding of the mandate and activities of NCAQ?

3. Information Dissemination

a. Has timely information (and data) been provided to affected interests to allow intelligent comment on the issues and public participation opportunities?

b. Have depositories been established and maintained?

4. Consultation and Response

a. Have the public's concerns been communicated to and understood by NCAQ and the Commissioners? Have the staff and Commissioners responded to these concerns?

b. How well has the Plan achieved good input from all public sectors?

c. How helpful has this input been in providing ideas and solutions to air quality problems under the Commission's scope?

d. Has this exchange led to a better understanding of the problem, the issues, and alternative solutions?

e. Were public and information group meetings productive? Were the expert panels effective at providing NCAQ with useful recommendations?

f. Have contractors carried out their public participation tasks adequately?

5. Resources

a. Has there been an appropriate commitment of manpower and financial resources to the public participation program?

b. Has there been sufficient travel funds allocated to carry out the tasks in the public participation program?

B. *Conduct a Mid-Point Evaluation.* NCAQ will ask individuals who collectively represent the major parties interested in air quality issues and involved in the work of the Commission to assess Commission efforts to meet the public participation objective and to suggest appropriate modifications to the public participation program. NCAQ will pay modest costs of this evaluation and the results will be included in the public file.

Summary of Formal Meetings Proposed by NCAQ

Type	Who	When	Why	Response
1. *Seminars*	Expert Panels	Throughout the study	Take advantage of outside expertise; build consensus.	Report on conclusions for the public files.
2. Two *Workshops* in each *Region*	Information Groups and interested public.	One at beginning of study	To brief the public and learn local concerns.	Report of workshop for the public file.
		One at end of study	To listen to the public and receive comments about study.	Responsiveness summary.
3. Two *Workshops on Selected Industries*	Information Groups and interested public.	One at beginning	To brief the group re purposes of the study and to hear different viewpoints.	Report of workshop for the public file.
		One at end of study	To receive comments about each industry.	Responsiveness summary.
4. *Public Meetings*	Interested public	Throughout the study	To brief the public, receive comments, discuss issues.	Report on meeting for the public file.
5. *Public Hearings*	Interested public	3 Months prior to end of study	Formal comment on proposed recommendations to Congress.	Responsivenesses summary.

Attachment II

The National Commission on Air Quality Policy on Public Review of Interim Contractor Reports

The National Commission on Air Quality (NCAQ) intends to keep the public informed about and involved in its technical studies, not only in each study's initial design, but also in evaluation of information gained throughout the study period. This will entail NCAQ's announcing a schedule of anticipated contractor reports, maintaining up-to-date depositories in various geographical locations where the public can review each report, and responding to public comment concerning the reports. Contractor reports will be made available so as to allow the public maximum opportunity for review and comment. These draft reports will not carry NCAQ endorsement or approval and will be clearly labeled as drafts.

Through this process, NCAQ hopes to encourage the public to submit additional information or points of view which will assist in the NCAQ evaluation of its technical studies and provide feedback to NCAQ contractors.

Publicity

The Project Officer for each NCAQ contract will develop and keep current a schedule of anticipated contractor reports.

A column in Air Waves will list contractor reports received during the previous month. For each report, Air waves will give the title of the contract, identify the relevant part of the Plan of Study, the name of the Project Officer, the study's degree of completion, and give a brief (1–2 lines) description of the report.

Opportunities for Public Review

Public information depositories will be established in libraries of universities in approximately 20 geographic locations.

Depository locations will include the 10 standard Federal regional office cities, at least one major city in each of the five areas selected for study under Parts II and III of the NCAQ Plan of Study, and other major cities as appropriate.

A master public file will be maintained at the NCAQ, Washington, D.C. office.

Suggested Depository Locations

Alburquerque, NM	Dallas, TX
Atlanta, GA	Denver, CO
Boston, MA	Grand Junction, CO
Chicago, IL	Kansas City, MO
Cincinnati, OH	Los Angeles, CA
Miami, FL	Raleigh-Durham, NC
Minneapolis, MN	San Francisco, CA
New York City, NY	Seattle, WA
Philadelphia, PA	Toledo, OH
Phoenix, AZ	Washington, DC

Confidential Information

Confidential information will not be released to the public. Any confidential information appearing in a report to NCAQ must be clearly labeled as such by the contractor. This information will be be deleted by NCAQ prior to the report's release.

Copies of NCAQ Contractor Reports

Reasonably priced, coin-operated copying facilities will be available at each depository location.

NCAQ will also distribute a reasonable number of single copies of each report free of charge to individuals or organizations who live outside depository locations and who submit written requests.

Responses to Public Comments

NCAQ will acknowledge receipt of all public comments, will forward copies of comments to the relevant contractor, and will consider public views and additonal information in evaluating the results of technical studies.

[FR Doc. 79-39332 Filed 12-31-79; 8:45 am]
BILLING CODE 6820-98-M

NUCLEAR REGULATORY COMMISSION

[Docket Nos. 50-522, 50-523]

Puget Sound Power & Light Co., et al., (Skagit Nuclear Power Project, Units 1 and 2); Schedule of Conference

1. A conference is scheduled to begin 9 o'clock, Tuesday morning, January 22, 1980 at Courtroom 1057, United States Customs Court House, 2039 Federal Office Building, 909 First Avenue, Seattle, Washington, and to carry through to completion on or before Thursday, January 24, 1980, with suitable intervening recesses.

2. The purpose of the conference is to take stock of the proceedings and to chart a course for moving the proceedings ahead.

3. The agenda for the conference will consider the following subjects:

(a) *Identity of subjects still open for hearing:*

(i) Geology and Seismology

- Basis for new evidence of United States Geological Survey (USGS); its impact upon USGS's position
- NRC Staff's position as a result of USGS's new materials
- Scope of NRC Staff's new request to Applicant
- Applicants' position on new materials of USGS and NRC Staff's recent request
- Other

(ii) Emergency planning

- Exposition of Commission's recent determinations and their impact on this proceeding—from both LWA and CP standpoints
- Applicants' position
- Other

(iii) TIMI lessons applicable to Skagit project

- Identity of such lessons
- Proposed action

(iv) Former loose ends

- Radon
- Floodplain management
- Quality assurance
- Alternate sources: Coal v. Nuclear (health effects, excluding radon)—Gotchy testimony

(v) Other

(b) *Schedule of hearings on above subjects, or procedure for setting suitable schedule later on*

N.B. Pending NRC Staff Motion to Postpone Hearing on Geologic and Seismic Issues, dated November 2, 1979. To date, no answers.

(c) *Discovery*

(i) Identity of subjects open for discovery

(ii) Procedure for winding up discovery on a given subject

(d) *Pending controversies*

(i) Applicant's objection dated December 12, 1979 to SCANP's Interrogatories to Applicant Regarding San Juan Islands Seismic Profiles

(ii) Others

(e) *Reconsideration*

Appeal Board's observation in its Memorandum and Order of November 20, 1979 sustaining Board's denial of SCANP's discovery attempt re Bechtel study

(f) *Additional matters timely brought to Board's attention which Board deems worthy for inclusion in Agenda*

4. With respect to the scheduled consideration of the two subjects of geology and seismology, the Board recommends that the NRC Staff counsel arrange to be accompanied at the conference with a technical representative of the NRC Staff and a technical representative of the United States Geological Survey who will be able to participate in anticipated discussion of the two subjects.

Done this 21st day of December 1979 at Washington, DC.

Atomic Safety and Licensing Board.

Valentine B. Deale,

Chairman.

[FR Doc. 79-39303 Filed 12-31-79; 8:45 am]
BILLING CODE 7590-01-M

Rhode Island; Discontinuance of Certain Commission Regulatory Authority and Responsibility Within the State

Notice is hereby given that on December 4, 1979 Joseph M. Hendrie, Chairman of the Nuclear Regulatory Commission, and that on December 11, 1979 the Honorable J. Joseph Garrahy, Governor of the State of Rhode Island, have signed the agreement set forth below for discontinuance by the Commission and assumption by the State of certain Commission regulatory authority. The agreement is published in accordance with the requirements of Public Law 86–373 (section 274 of the Atomic energy Act of 1954, as amended). The exemptions from the Commission's licensing authority have been published in the Federal Register and codified as Part 150 of the Commission's regulations in Title 10 of the Code of Federal Regulations.

Dated at Bethesda, Maryland, this 26th day of December 1979.

For the U.S. Nuclear Regulatory Commission.

Robert G. Ryan,

Director, Office of State Programs.

Agreement Between the United States Nuclear Regulatory Commission and the State of Rhode Island and Providence Plantations for Discontinuance of Certain Commission Regulatory Authority and Responsibility Within the State Pursuant to Section 274 of the Atomic Energy Act of 1954, as Amended

Whereas, The United States Nuclear Regulatory Commission (hereinafter referred to as the Commission) is authorized under Section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act), to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under Chapters 6, 7, and 8, and Section 161 of the Act with respect to byproduct materials as defined in sections 11e. (1) and (2) of the Act, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, The Governor of the State of Rhode Island and Providence Plantations is authorized under 23–1.3–7 of the General Laws of Rhode Island to enter into this Agreement with the Commission; and

Whereas, The Governor of the State of Rhode Island and Providence Plantations certified on May 25, 1979, that the State of Rhode Island and Providence Plantations (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, The Governor of the State of Rhode Island and Providence Plantations certified on May 25, 1979, that there is no byproduct material as defined in section 11e. (2) of the Act within the State and that there is no activity within the State resulting in the production of byproduct material as defined in section 11e. (2) of the Act; and

Whereas, The Commission found on October 23, 1979, that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, The Commission found on October 23, 1979, that there are no NRC licenses outstanding in the State for byproduct material as defined in section 11e. (2) of the Act or for any activity within the State resulting in the production of byproduct material as defined in section 11e. (2) of the Act; and

Whereas, The State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, The Commission and the State recognize the desirability of reciprocal recognition of licenses and exemptions from licensing of those materials subject to this Agreement; and

Whereas, The State and the Commission recognize that it will be necessary to consider amendments to this Agreement in the event that the State wishes to regulate byproduct material as defined in section 11e. (2) of the Act and that it will be necessary to amend this Agreement in the event any activity resulting in the production of byproduct material as defined in section 11e. (2) of the Act is found to exist within the State; and

Whereas, This Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, Therefore, It is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

Article I

Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under Chapters 6, 7, and 8, and Section 161 of the Act with respect to the following materials:

A. Byproduct materials as defined in section 11e. (1) of the Act;

B. Source materials; and

C. Special nuclear materials in quantities not sufficient to form a critical mass.

Article II

This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

A. The construction and operation of any production or utilization facility;

B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;

C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission; and

D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

Article III

Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

Article IV

This Agreement shall not affect the authority of the Commission under subsection 161b. or i. of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

Article V

The Commission will use its best efforts to cooperate with the State and other Agreement States in the

formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other Agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

Article VI

The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any Agreement State. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

Article VII

The Commission, upon its own initiative after reasonable notice and opportunity for heaing to the State, or upon request of the Governor of the State, may terminate or suspend all or part of this Agreement an reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that (1) such termination or suspension is required to protect the public health and safety, or (2) the State has not complied with one or more of the requirements of section 274 of the Act. The Commission shall periodically review this Agreement and actions taken by the State under this Agreement to ensure compliance with section 274 of the Act.

Article VIII

This Agreement shall become effective on January 1, 1980, and shall remain in effect unless and until such time as it is terminated pursuant to Article VII.

Done at Washington, District of Columbia, in triplicate, this 4th day of December, 1979.

For the United States Nuclear Regulatory Commission.

Joseph M. Hendrie,

Chairman.

Done at Providence, State of Rhode Island, in triplicate this 11th day of December 1979.

For the State of Rhode Island and Providence Plantations.

J. Joseph Garrahy,

Governor.

[FR Doc. 79-39596 Filed 12-31-79; 8:45 am]
BILLING CODE 7590-01-M

POSTAL RATE COMMISSION

[Docket No. A80-2; Order No. 307]

Alexander, W. Va. Post Office; Notice and Order of Filing of Appeal

Issued December 26, 1979

Before Commissioners: A. Lee Fritschler, Chairman; James H. Duffy, Vice-Chairman; Simeon M. Bright; Clyde S. DuPont; Kieran O'Doherty; In the Matter of: Alexander, West Virginia 26211 (Ralph Crawford, Petitioner).

On December 14, 1979, the Commission received a handwritten letter from Ralph Crawford (hereinafter "Petitioner"), concerning alleged United States Postal Service plans to close the Alexander, West Virginia, post office. Although the letter makes no explicit reference to the Postal Reorganization Act, we believe it should be liberally construed as a petition for review pursuant to section 404(b) of the Act [39 U.S.C. 404(b)], so as to preserve Petitioner's right to appeal which is subject to a 30-day time limit.[1] Since the petition was apparently not written by an attorney, it does not conform perfectly with the Commission's rules of practice which also require a petitioner to attach a copy of the Postal Service's Final Determination to the petition.[2] However, section 1 of the Commission's rules of practice calls for a liberal construction of the rules to secure just and speedy determination of issues.[3]

The act requires that the Postal Service provide the affected community with at least 60 days' notice of a proposed post office closing so as to "* * * ensure that such persons will have an opportunity to present their views."[4] The petition requests that the decision to close the Alexander post office be reversed. From the face of the petition it is unclear whether the Postal Service provided 60 days' notice, whether any hearings were held, and whether a determination has been made under 39 U.S.C. 403(b)(3). (Petitioner failed to supply a copy of the Postal Service's Final Determination, if one is in existence.) The Commission's rules of practice require the Postal Service to file the administrative record of the case within 15 days after the date on which the petition for review is filed with the Commission.[5]

The Postal Reorganization Act states:

> The Postal Service shall provide a maximum degree of effective and regular postal services to rural areas, communities, and small towns where post offices are not self-sustaining. No. small post office shall be closed solely for operating at a deficit, it being the specific intent of the Congress that effective postal services be insured to residents of both urban and rural communities.[6]

Section 404(b)(2)(C) of the Act specifically includes consideration of this goal in determinations by the Postal Service to consolidate post offices. The effect on the community is also a mandatory consideration under section 404(b)(2)(A) of the Act. The Petitioner alleges that the nearest additional post office is 14 miles away and that he depends on the Alexander post office for its services.

The petition appears to set forth the Postal Service action complained of insufficient detail to warrant further inquiry to determine whether the Postal Service complied with its regulations for the discontinuance of post offices.[7]

Upon preliminary inspection, the petition appears to raise the following issues of law:

1. Is energy conservation or the cost of traveling to another post office a proper matter for consideration under "other factors" within the meaning of section 404(b)(2)(E)?
2. Should the Postal Service consider the effect of the closing on senior citizens, in its review of "the effect on the community" under section 404(b)(2)(A)?

Other issues of law may become apparent when the Commission has had the opportunity to examine the determination made by the Postal Service. Such additional issues may emerge when the parties and the Commission review the Service's determination for consistency with the principles announced in *Lone Grove,*

[1] 39 U.S.C. 404(b)(5). 39 U.S.C. 404(b) was added to title 39 by Pub. L. 94-421 (September 24, 1976), 90 Stat. 1310-1311. Our rules of practice governing these cases appear at 39 CFR 3001.110 *et seq.*

[2] 39 CFR 3001.111(a).

[3] 39 CFR 3001.1.

[4] 39 U.S.C. 404(b)(1).

[5] 39 CFR 3001.113(a). The Postal Rate Commission informs the Postal Service of its receipt of such an appeal by issuing PRC Form No. 56 to the Postal Service upon receipt of each appeal.

[6] 39 U.S.C. 101(b).

[7] 42 FR 59079-59035 (11/17/77); the commission's standard of review is set forth at 39 U.S.C. 404(b)(5).

Texas, et al., Docket Nos. A79–1, *et at.*, (May 7, 1979), and the Commission's subsequent decisions on appeals of post office closings and consolidations. Conversely, the determination may be found to resolve adequately one or more of the issues described above.

In view of the above, and in the interest of expedition of this proceeding under the 120-day decisional deadline imposed by section 404(b)(5), the Postal Service is advised that the Commission reserves the right to request a legal memorandum from the Service on one or more of the issues described above, and/or any further issues of law disclosed by the determination made in this case. In the event that the Commission finds such memorandum necessary to explain or clarify the Service's legal position or interpretation of any such issue, it will, within 20 days of receiving the determination and record pursuant to section 113 of the rules of practice (39 CFR 3001.113), make the request therefor by order, specifying the issues to be addressed.

When such a request is issued, the memorandum shall be due within 20 days of its issuance, and a copy of the memorandum shall be served on Petitioner by the Service.

In briefing the case, or in filing any motion to dismiss for want of prosecution, in appropriate circumstances the Service may incorporate by reference all or any portion of a legal memorandum filed pursuant to such an order.

The Act does not contemplate appointment of an Officer of the Commission in section 404(b) cases, and none is being appointed.[6]

The Commission orders:

(A) The letter of December 14, 1979, from Ralph Crawford, shall be construed as a petition for review pursuant to section 404(b) of the Act [39 U.S.C. 404(b)].

(B) The Secretary of the Commission shall publish this Notice and Order in the Federal Register.

(C) The Postal Service shall file the administrative record in this case on or before December 31, 1979, pursuant to the Commission's rules of practice [39 CFR 3001.113(a)].

By the Commission.

David F. Harris,

Secretary.

Appendix

December 14, 1979—Filing of Petition.
December 26, 1979—Notice and Order of Filing of Appeal.
December 31, 1979—Filing of record by Postal Service [*see* 39 CFR 3001.113(a)].
January 3, 1980—Last day for filing of petitions to intervene [*see* 39 CFR 3001.111(b)].
January 14, 1980—Petitioner's initial brief [*see* 39 CFR 3001.115(a)]
January 29, 1980—Postal Service answering brief [*see* 39 CFR 3001.115(b)].
February 13, 1980—(1) Petitioner's reply brief, if petitioner chooses to file such brief [*see* 39 CFR 3001.115(c)]. (2) Deadline for motions by any party requesting oral argument. The Commission will exercise its discretion, as the interests of prompt and just decision may require, in scheduling or dispensing with oral argument.
April 14, 1980—Expiration of 120-day decisional schedule [*see* 39 U.S.C. 404(b)(5)].

[FR Doc. 79-39900 Filed 12-31-79; 8:45 am]
BILLING CODE 7715-01-M

[6] *In the Matter of Gresham, S.C., Route #1*, Docket No. A78–1 (May 11, 1979).

SECURITIES AND EXCHANGE COMMISSION

[Rel. No. 16447; SR-Amex-79-20]

American Stock Exchange, Inc.; Filing of Proposed Rule Change and Order Approving Proposed Rule Change

December 21, 1979.

Pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78(s)(b)(1) ("Act"), notice is hereby given that on December 17, 1979, the American Stock Exchange, Inc. ("Amex"), 86 Trinity Place, New York, New York 10006, filed with the Commission copies of a proposed rule change which would amend Articles II, III and XIV of the Amex Constitution relating to the structure and terms of service of the Board of Governors, the Nominating Committee, and their members.

The proposal would change the composition and election procedures of the Board of Governors as follows. The size of the Board would be increased from 21 to 25 Governors by the addition of two floor representatives and two public representatives. At least three of the public Governors would be required to be principal executive officers of listed companies. And, commencing in 1981, Governors would serve for three-year terms and would be eligible to be elected for two consecutive terms. (Article II, Section 1).

The proposed rule change also would modify the composition and election procedures for the Nominating Committee so that one Committee member would be selected from among the incumbent public Governors and another would be selected from among former industry Governors who have recently retired from the Board. The public Governor representative on the Committee would be required to be in his last term as Governor and would thus be ineligible for re-election. He would be nominated by his fellow public Governors, instead of by the Nominating Committee. In addition, one of the public representatives on the Committee also would be required to be an executive officer of a listed company. Members of the Committee would serve for two-year terms and their terms would be staggered so that only four members would be replaced each year. (Article III, Sections 1, 5, 6 and 7).

The proposed amendments would authorize the Board to take all action necessary and appropriate to carry out the reclassification of Governors contemplated by the proposals and to assure a smooth transition to the reconstituted Board. The restructured Nominating Committee would be elected at the 1980 annual meeting so that it can select nominees for the reconstituted Board in 1981. (Article XIV, Sections 1 and 2).

Interested persons are invited to submit written data, views and arguments concerning the submission within 21 days from the date of this publication. Persons desiring to make written comments should file six copies thereof with the Secretary of the Commission, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. Reference should be made to File No. SR-Amex 79-20.[1]

Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change which are filed with the Commission and of all written communications relating to the proposed rule change between the Commission and any person, other than those which may be withheld from the public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying at the Commission's Public Reference Room, 1100 L Street, N.W., Washington, D.C.

The Commission finds that the proposed rule change is consistent with the requirements of the Act and rules and regulations thereunder applicable to national securities exchanges, and in particular, the requirements of Section 6(b)(3) of the Act, and the rules and regulations thereunder, in that they are designed to assure a fair representation of Amex members in the selection of the

[1] The proposed rule change is based on the recommendations contained in the June 1979, report of the Amex Advisory Committee on Governance. That report incorporated ideas and suggestions solicited from seat holders, listed companies, members of the Board of Governors and other interested parties. In addition, the proposal reflects modifications the Board made in response to comments it received from the membership at meetings held following distribution of the Committee report.

Board of Governors and administration of amex affair and provide that one or more Board members shall be representative of issuers and investors.

The Commission finds good cause for approving the proposed rule change prior to the thirtieth day after the date of publication of notice of filing thereof, in that these changes must take effect by January 1980, to enable the present Nominating Committee to select candidates for the restructured Nominating Committee to be elected at the 1980 annual meeting, and to facilitate the transition to the reconstituted Board.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act, that the proposed rule change referenced above be, and it hereby is, approved.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.

Shirley E. Hollis,

Assistant Secretary.

FR Doc. 79-39860 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Rel. No. 10986; 812-4497]

Bondstock Corp., et al.; Filing of Application

Notice is hereby given that Bondstock Corporation ("Bondstock"), registered under the Investment Company Act of 1940 ("Act") as an open-end, diversified, management investment company, Bondstock Investment Plan ("BIP"), registered under the Act as a unit investment trust, Frank Russell Co., Inc. ("Russell"), 1100 One Washington Plaza, Tacoma, Washington 98402, investment adviser of and principal underwriter for Bondstock and depositor for and sponsor of BIP, Security Equity Fund, Inc. ("Equity"), registered under the Act as an open-end, diversified, management investment company, Security Management Company, Inc. ("Management"), investment adviser of Equity, and Security Distributors, Inc. ("Distributors"), 700 Harrison Avenue, Topeka, Kansas 66636, a wholly-owned subsidiary of Management which serves as principal underwriter for Equity (hereinafter, Bondstock, BIP, Russell, Equity, Management and Distributors are collectively referred to as "Applicants"), filed an application on June 18, 1979, and amendments thereto on August 29, 1979, and October 11, 1979, for an order of the Commission: (1) pursuant to Sections 11(a) and 26(b) of the Act, permitting BIP to surrender shares of Bondstock (the sole underlying investment medium for investment plans offered by BIP) and to receive shares of Equity therefor in connection with Equity's acquisition of substantially all of Bondstock's assets, and thereafter to acquire Equity shares with planholders' subsequent investments and (2) pursuant to Section 17(d) of the Act and Rule 17d-1 thereunder, permitting Russell to pay up to $20,000 of the incremental expenses incurred by Bondstock and permitting Management to pay all of the expenses incurred by Equity, in connection with such acquisition. All interested persons are referred to the application on file with the Commission for a statement of the representations contained therein, which are summarized below.

According to the application, as of April 30, 1979, the net assets of Bondstock were approximately $17.1 million. The application states that the main investment objective of Bondstock is to seek capital growth and that Bondstock continuously offers its shares for sale to the public. The application further states that Russell, as depositor for BIP, continuously offered investment plans to the public from November 1960, until June 14, 1971, and that BIP holds and acquires shares of Bondstock for the benefit of the holders of BIP investment plans, accepting payments on existing plans in accordance with the terms of such plans. Applicants state that, as of April 30, 1979, BIP held approximately 68% of the outstanding shares of Bondstock. Applicants further state that Equity continuously offers its shares for sale to the public; that it had net assets of approximately $98.9 million as of April 30, 1979; and that its investment policy places primary emphasis on long-term capital growth possibilities. The application states that Management, Equity's investment adviser and a wholly-owned subsidiary of Security Benefit Life Insurance Company, serves as investment adviser to four other open-end management investment companies.

Applicants state that on August 20, 1979, Bondstock and Equity entered into an Amended and Restated Agreement and Plan of Reorganization ("Plan"), superseding a prior Agreement and Plan of Reorganization dated June 12, 1979, providing, generally, for: (1) the acquisition by Equity of substantially all of the assets of Bondstock in exchange for shares of Equity; (2) the distribution of such Equity shares to shareholders of Bondstock in exchange for their Bondstock shares; and (3) the dissolution of Bondstock as soon as practicable after the closing ("Closing Date") provided for in the Plan. Applicants further state that a majority of the board of directors of Bondstock consists of persons who are neither interested persons nor affiliated persons, as defined by the Act, of Bondstock or Russell and that, except for the arrangements contemplated by the Plan, there are no affiliations or other relationships between Bondstock, BIP and Russell on the one hand, and Equity, Management and Distributors on the other.

The application states that under the Plan: (1) the number of shares of Equity to be issued in exchange for the Bondstock assets to be acquired by Equity will be equal to the number of Bondstock shares outstanding as of the close of trading on the New York Stock Exchange on the Closing Date ("Valuation Time") multiplied by a ratio ("Exchange Ratio"), determined by dividing the net asset value per share of Bondstock by the net asset value per share of Equity; (2) the respective net asset values per share of Bondstock and Equity shall be computed as of the Valuation Time; and (3) the procedures currently used by Equity for valuing its portfolio securities for purposes of determining its net asset value per share will be utilized in computing Bondstock's net asset value per share, except two restricted securities held by Bondstock will be valued in the manner set forth in Bondstock's annual report dated April 30, 1979. Bondstock had a $3,574,714 unused capital loss carryover as of April 30, 1979, of which approximately 70% will be available to Equity to offset future capital gains. No adjustment to the Exchange Ratio, however, was deemed necessary. Applicants state that the Plan will be submitted for the approval of Bondstock shareholders and, in this regard, state that holders of investment plans issued by BIP will receive the proxy statement of Bondstock and each shall have the right to instruct the custodian of BIP as to the manner in which the holder's shares shall be voted. Applicants further state that the custodian is obligated to vote all Bondstock shares held by BIP for which no voting instructions are received in the same proportion as the number of shares for which instructions are received are voted.

Applicants state that on June 12, 1979, Russell, Bondstock, Management and Distributors entered into an agreement ("Agreement"), contingent upon the consummation of the Plan, which provides that Management will pay Russell $200,000 in return for: (1) the execution by Russell of an Assignment of Sponsorship Agreement which, generally, will provide for the transfer by Russell to Distributors of all rights, powers and duties as sponsor of BIP

(such rights include the rights to receive the sales charges payable on purchases of units of BIP and the fees payable to the sponsor of Bondstock); (2) the assignment to Management, or its designee, of all rights, title and interest in a computer program owned by Russell and used to administer BIP; (3) Russell making available to Management personnel to instruct Management in the administration of BIP and the operation of the computer program; and (4) the delivery to Management of Russell's records and files relating to the operation and administration of Bondstock and BIP, including information regarding past and present BIP planholders which will provide a list of prospective customers for Management. Applicants further state that Russell estimates that the value of rights and property being transferred to Management plus the value of the commitment by Russell to absorb some of Bondstock's reorganization expenses ranges from $196,000 to $247,000. Additionally, Applicants state that in arriving at the amount to be paid to Russell, both parties recognize that: (1) for several decades Russell has invested its capital to promote Bondstock and BIP; (2) effecting the proposed transactions will require employees of Russell to devote substantial amounts of time and services not contemplated under its management agreement with Bondstock; and (3) if the transaction is consummated Russell will surrender the possibility of earning future management fees.

Applicants state that Bondstock's board of directors has concluded that the sale of Bondstock's assets in exchange for Equity shares on the basis proposed would be in the best interests of Bondstock and its shareholders, including the holders of the investment plans issued by BIP, for the following reasons: (1) Bondstock and Equity have similar investment objectives; (2) Equity has a larger asset base over which to allocate expenses, many of which expenses are relatively fixed; (3) the likelihood of a lower or more controllable expense ratio for Bondstock shareholders; and (4) Bondstock shareholders will benefit from the exchange privilege that will exist by being shareholders of a company that is a member of a complex of investment companies. Applicants state that the Bondstock directors, fully advised of the arrangements between Russell and Management and recognizing that the proposed transaction would result in Bondstock's incurring expenses that would not otherwise be incurred, secured an agreement from Russell to bear up to $20,000 of the "incremental" expenses incurred by Bondstock in effecting the Plan. Applicants state that the term "incremental expenses" refers to those expenses incurred in effecting the Plan beyond those expenses which would otherwise be incurred in connection with the regular annual meeting of Bondstock, and estimate that such incremental expenses will not exceed approximately $30,000. Applicants further state that the board of directors of Equity has determined that the acquisition of Bondstock's assets in exchange for Equity shares on the basis proposed would be in the best interests of Equity and its shareholders. In recognition of the fact that the proposed transaction would result in Equity's incurring expenses which would not otherwise be incurred, Applicants state that the directors of Equity obtained an agreement from Management to bear all of Equity's expenses in connection with the proposed transaction.

Applicants request an order pursuant to Section 11(a) of the Act permitting BIP to surrender shares of Bondstock and to receive shares of Equity in exchange therefor upon the consummation of the Plan. Section 11(a) of the Act provides, in part, that it shall be unlawful for any registered open-end investment company or any principal underwriter for such company to make, or to cause to be made, an offer to the holder of a security of such company or of any other open-end investment company, to exchange such security for a security in the same or another such company on any basis other than the relative net asset values of the respective securities to be exchanged, unless the terms of the offer have first been submitted to and approved by the Commission. Section 11(c) of the Act provides, among other things, that the provisions of Section 11(a) shall be applicable, irrespective of the basis of exchange, (1) to any offer of exchange of any security of a registered open-end company for a security of a registered unit investment trust, and (2) to any type of offer of exchange of the securities of registered unit investment trusts for the securities of any other investment company. Although Applicants do not concede that the proposed exchange of the Bondstock shares held by BIP for Equity shares constitutes an offer of exchange covered by Section 11, they state that there may be a question as to whether Section 11 is applicable. Thus, Applicants state that they have requested an order approving the exchange.

Applicants further request an order pursuant to Section 26(b) of the Act permitting BIP (1) to surrender shares of Bondstock and to receive shares of Equity when the Plan is effected and (2) to acquire Equity shares with planholders' subsequent investments in BIP. Section 26(b) provides, *inter alia*, that it shall be unlawful for any depositor of a registered unit investment trust holding the security of a single issuer to substitute another security for such security unless the Commission shall have approved the substitution. That section states that the Commission shall issue an order approving such substitution if the evidence establishes that the substitution is consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act. Although Applicants have requested an order, they assert that the proposed sale of assets of Bondstock for shares of Equity is not the type of substitution of securities contemplated by the Congress when it adopted Section 26(b) and also assert that, because the substitution will occur by operation of law, Section 26(b) is inapplicable.

Applicants submit that both the proposed exchange and the substitution should be approved pursuant to Sections 11(a) and 26(b) of the Act because, *inter alia*, (1) the transaction is not one over which the depositor has control since the shareholders of Bondstock, including the planholders of BIP, are the ones who will determine whether the sale of assets takes place; (2) it is the judgment of the board of directors of Bondstock that consummation of the Plan would be in the best interest of all shareholders of Bondstock; (3) given the fact that BIP held 68% of the outstanding shares of Bondstock as of April 30, 1979, planholders will have a significant voice in determining whether the Plan is approved; (4) the investment objectives and policies of Bondstock and Equity are substantially similar; (5) other aspects of Bondstock's and Equity's operations, such as expense ratios and advisory fees, are similar or are likely to be more favorable as a result of the proposed sale of assets; (6) consummation of the Plan is contingent upon receipt of a ruling from the Internal Revenue Service, or an opinion from Bondstock's counsel, that the Plan, if consummated in the manner proposed, will not result in the recognition by Bondstock, Equity or their respective shareholders of gain or loss for Federal income tax purposes; and (7) if the substitution is not permitted, the terms of the investment plans provide that such plans shall be terminated, in which

case the planholders would lose those rights which they have as planholders. In view of the foregoing, Applicants submit that the proposed exchange and substitution is consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Applicants further request an order pursuant to Section 17(d) of the Act and Rule 17d–1 thereunder (1) permitting the payment by Russell of up to $20,000 of the incremental expenses incurred by Bondstock in connection with its proposed sale of assets, and (2) permitting Management to pay all of the expenses incurred by Equity in connection with its proposed acquisition of Bondstock assets. Section 2(a)(3)(E) of the Act defines the term "affiliated person" of another person to include any investment adviser thereof. Section 17(d) and Rule 17d–1, taken together, provide, in part, that it is unlawful for any affiliated person of a registered investment company, acting as principal, to effect any transaction in which such investment company is a joint participant, without the permission of the Commission. Rule 17d–1 provides, in part, that in passing upon applications for orders granting such permission, the Commission will consider (1) whether the participation of the investment company in such transaction on the basis proposed is consistent with the provisions, policies and purposes of the Act, and (2) the extent to which such participation is on a basis different from or less advantageous than that of other participants.

Applicants submit that under the existing management agreement between Bondstock and Russell all of the expenses of carrying out the Plan are appropriate and proper expenses of Bondstock. Applicants note that, nevertheless, Russell has agreed to bear some incremental expenses. Applicants state that Russell has devoted significant additional personnel time to assisting Bondstock in preparing for and consummating the Plan, over and above the normal management services contemplated by its management agreement with Bondstock. Therefore, Applicants assert that Bondstock's receipt of payment from Russell is consistent with the policies and purposes of the Act and does not involve Bondstock's participation on a basis which is unfair. Similarly Applicants submit that under the existing advisory contract between Equity and Management all of the expenses of Equity incurred in connection with the Plan are appropriate and proper expenses of Equity. However, Applicants note that Management has agreed to bear all such expenses and, in addition, note that Management will, in connection with the Plan, devote a significant amount of staff and executive time in excess of the normal management services contemplated by the contract. Therefore, Applicants assert that Equity's receipt of payment from Management is consistent with the provisions, policies and purposes of the Act and does not involve Equity's participation on a basis which is unfair.

As noted above, Russell will receive a payment of $200,000 from Management. Section 15(f) of the Act provides, in part, that an investment adviser may receive any amount or benefit in connection with the sale of any interest in such adviser which results in an assignment of an investment advisory contract, provided that certain conditions are met. In its revised preliminary proxy material, management of Bondstock states that it believes that the proposed transactions do not fall within the literal provisions of Section 15(f) of the Act so as to be covered by the "safe harbor" created by that section. However, management of Bondstock states that the substantive effect of the proposed transaction is substantially the same. In addition, management of Bondstock believes that the conditions of Section 15(f) are substantially satisfied. Applicants have not requested an order exempting them from the required conditions of Section 15(f). Accordingly, any order granting the relief Applicants have requested will not be determinative of the appropriateness of the $200,000 payment to Russell under the standards of Section 15(f).

Notice is further given that any interested person may, not later than January 7, 1980, 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 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 upon Applicants 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. As provided by Rule 0–5 of the Rules and Regulations promulgated under the Act, an order disposing of the application will be issued as of course following said date unless the Commission thereafter orders a hearing 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 any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

By the Commission.

George A. Fitzsimmons,

Secretary.

FR Doc. 79-33324 Filed 12-31-79; 8:45 am]
BILLING CODE 8010-01-M

[Rel. No. 6171; 18–65]

Burlingham Underwood & Lord Retirement Plan; Filing of Application

December 21, 1979.

Notice is hereby given, That Burlingham Underwood & Lord (the "Applicant"), One Battery Park Plaza, New York, New York 10004, a law firm organized as a partnership under the laws of the State of New York, has, by letters dated June 1, 1979, November 21, 1979, November 27, 1979 and December 5, 1979, filed an application for exemption from the registration requirements of the Securities Act of 1933 (the "Act") for interests or participations issued in connection with the Burlingham Underwood & Lord Retirement Plan (the "Plan"). All interested persons are referred to that document, which is on file with the Commission, for the facts and representations contained therein, which are summarized below.

I. Introduction

The Plan covers Applicant's employees, of whom 43 persons were eligible to and did participate in the Plan as of January 1, 1979. Employees of the Applicant are eligible to participate in the Plan if they completed three years of service with Applicant.

Applicant states that the Plan is of the type, commonly referred to as a "Keogh" plan, which covers persons (in this case, Applicant's partners) who are "employees" within the meaning of Section 401(c)(1) of the Internal Revenue Code of 1954 (the "Code"), and therefore is excepted from the exemption provided by Section 3(a)(2) of the Act for interests or participations in certain employee benefit plans of corporate employers.

In relevant part, Section 3(a)(2) provides that the Commission may exempt from the provisions of Section 5 of the Act any interest or participation issued in connection with a pension or

profit-sharing plan which covers employees, some or all of whom are employees within the meaning of Section 401(c)(1) of the Code, if and to the extent that the Commission determines this to be necessary or appropriate in the public interest and consistent with the protection of investors and the purpose fairly intended by the policy and provisions of the Act.

II. Description and Administration of the Plan

Applicant states that the Plan was adopted on December 28, 1978, effective as of January 1, 1979. Applicant has applied to the Internal Revenue Service for a determination that the Plan is a qualified plan under Section 401(a) of the Code but has not yet received such a ruling. The Plan is an "employee pension benefit plan" subject to regulation by the Department of Labor under the Employee Retirement Income Security Act of 1974 ("ERISA") and is subject to the fiduciary standards and to the full reporting and disclosure requirements of ERISA.

Applicant states that the Plan covers partners and employees of a single firm and is not a uniform prototype or a master plan of a type designed to be marketed by a sponsoring financial institution or promoter to numerous unrelated self-employed persons.

Applicant states that United States Trust Company of New York is the trustee (the "Trustee") for the Plan under a trust agreement (the "Trust Agreement"). Under the Trust Agreement the Trustee has physical custody of the assets of the Plan. Also, Applicant has appointed an independent investment manager of the assets of the trust established under the Plan. Said manager is duly registered with the Commission pursuant to the Investment Advisers Act of 1940.

Applicant represents that it contributes to the Plan on an annual basis on behalf of each participant out of its net earnings amounts equal to the lesser of 5 percent of such participant's compensation or $5,000. Under the Plan, participants may make voluntary contributions to the Plan in amounts up to 10 percent of their compensation.

Applicant states that it has not distributed and does not intend to distribute any type of promotional material relating to the Plan (other than such material as Applicant is required under ERISA or the Code to distribute to participants or to employees) and has not made and does not intend to make any solicitation of voluntary contributions under the Plan. Applicant makes available to Plan participants, upon request and without charge, copies of the Plan, the Trust Agreement and the latest interim financial statement of the Plan.

Applicant contends that were it a corporation, rather than a partnership, interests or participations issued in connection with the Plan would be exempt from registration under Section 3(a)(2) of the Act, because no person who would be an "employee" within the meaning of Section 401(c)(1) of the Code would be participating in the Plan. Applicant argues that the mere fact that it conducts its business as a partnership rather than as a corporation should not result in a requirement that interests in the Plan be registered under the Act.

Applicant submits that the intent of Congress in excluding from the blanket registration exemption of the Act, plans in which self-employed persons are participants, was to prevent the sale without registration of interests or participations in prepackaged plans offered by financial institutions to self-employed persons lacking the sophistication to protect themselves and their participating employees.

Applicant states that it is engaged in furnishing professional services of a type which necessarily involves financially sophisticated and complex matters and is therefore able to represent and protect adequately its interest and those of Plan participants.

Applicant concludes that for the foregoing reasons, granting the requested exemptive order would be appropriate in the public interest, 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 January 15, 1980 at 5:30 p.m., submit to the Commission in writing a request for a hearing on the application accompanied by a statement as to the nature of his or her interest, the reason for such request, and the issues, if any, of fact or law proposed to be controverted, or he or she may request to be notified if the Commission shall order a hearing thereon. Any such communication shall be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail 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. An order disposing of the matter will be issued as of course following January 15, 1980, unless the Commission thereafter orders a hearing 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 any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

Shirley E. Hollis,

Assistant Secretary.

[FR Doc. 79-39870 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Rel. No. 10984; 811-2148]

Cobblestone Capital Fund, Inc.; Application

December 14, 1979.

Notice is hereby given, That Cobblestone Capital Fund, Inc. ("Applicant"), 49 Broad Street, Charleston, South Carolina 29401, registered as an open-end, non-diversified management investment company under the Investment Company Act of 1940 ("Act"), filed an application pursuant to Section 8(f) of the Act on November 6, 1978, and an amendment thereto on September 11, 1979, 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 the representations set forth therein, which are summarized below.

Applicant was organized as a South Carolina corporation on October 28, 1970 and registered under the Act on December 14, 1970. At a meeting held on December 29, 1977, Applicant's stockholders considered and approved a plan for the liquidation and dissolution of Applicant and the termination of Applicant's status as a registered investment company. On January 16, 1978, Applicant filed a Statement of Intent to Dissolve with the Secretary of the State of South Carolina. Applicant filed an Article of Dissolution with the Secretary of State of South Carolina on November 8, 1978.

On June 12, 1978, Applicant made liquidating distributions to all stockholders. The application states that Applicant has no outstanding indebtedness, is not a party to any litigation or administrative proceeding, and does not now nor does it propose to engage in any business activities other than those necessary for the winding up of its affairs.

Notice is further given, That any interested person may, not later than January 7, 1980, 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 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 upon Applicant(s) at the address(es) 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. As provided by Rule 0-5 of the Rules and Regulations promulgated under the Act, an order disposing of the application will be issued as of course following said date unless the Commission thereafter orders a hearing 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 any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

George A. Fitzsimmons,

Secretary.

[FR Doc. 79-39867 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Rel. No. 21343; 70-6394]

Indiana & Michigan Electric Co.; Proposed Issue and Sale of First Mortgage Bonds at Competitive Bidding

December 18, 1979.

Notice is hereby given, That Indiana and Michigan Electric Company ("I&M"), 2101 Spy Run Avenue, Fort Wayne, Indiana 46801, an electric utility subsidiary company of American Electric Power Company, Inc. ("AEP"), a registered holding company, has filed with this Commisson a declaration pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating Sections 6 and 7 of the Act and Rule 50 promulgated thereunder as applicable to the proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transaction.

I&M proposes to issue and sell, subject to competitive bidding requirements of Rule 50 under the Act, up to $55,000,000 aggregate principal amount of its first mortgage bonds of a new series ("Bonds"), to mature in not less than 5 years and not more than 30 years. The interest rate (which will be expressed in a multiple of ⅛ of 1%) and the price to be paid to I&M for the bonds (which shall not be less than 100%, unless the Company shall authorize a lower percentage not less than 99%, and shall not exceed 102.75%) will be determined by competitive bidding. The terms of the Bonds will preclude I&M from redeeming any such Bonds prior to a date five years subsequent to the first day of the month in which the Bonds are first authenticated and delivered, if such redemption is for the purpose of refunding such Bonds through the use, directly or indirectly, of borrowed funds at an effective interest cost of less than the effective interest cost to I&M of such Bonds. The Bonds will be issued under an indenture supplemental ("Supplemental Indenture") to I&M's Mortgage and Deed of Trust, dated as of June 1, 1939, as amended and supplemented, and that, in the Supplemental Indenture, I&M will formally convey to the Trustees under said Mortgage and Deed of Trust the properties formally owned by Indiana & Michigan Power Company, which were acquired by I&M as a result of the merger which was completed on November 30, 1979. The Bonds will not be issued and sold, however, unless I&M shall receive, subsequent to December 31, 1979 and prior to such sale, one or more cash capital contributions in an aggregate amount of $25,000,000 from AEP. The making of such cash capital contributions by AEP is the subject of a separate application with this Commission (File No. 70-6361).

The proceeds from the sale of the Bonds, together with the proceeds of the cash capital contributions and any other funds available to I&M, will be used to repay unsecured short-term indebtedness of I&M consisting of notes payable to banks and commercial paper. As of November 14, 1979, I&M had approximately $107,440,000 principal amount of short-term debt outstanding, and it is anticipated that, at the time of the sale of the Bonds, not less than $100,000,000 aggregate principal amount of such unsecured short-term debt will be outstanding.

The fees and expenses to be incurred in connection with the proposed transaction will be supplied by amendment. It is stated that the Public Service Commission of Indiana and the Michigan Public Service Commission have jurisdiction over the proposed transaction and that no other state commission and no federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given, That any interested person may, not later than January 14, 1980, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued in this matter including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulations, pursuant to delegated authority.

George A. Fitzsimmons,

Secretary.

FR Doc. 79-39361 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Rel. No. 16431; SR-NASD-79-9]

National Association of Securities Dealers, Inc.; Order Approving Proposed Rule Change

December 18, 1979.

On October 9, 1979, the National Association of Securities Dealers, Inc. ("NASD"), 1735 K Street, N.W., Washington, D.C. 20006, filed with the Commission, pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934, 15 U.S.C. 78(s)(b)(1) (the "Act") and Rule 19b-4 thereunder, copies of a proposed rule change which would discontinue the practice of applying a portion of the fee an issuer pays to have its securities listed on an exchange as a

credit toward the NASDAQ System's issuer fees. The NASD states that fundamental changes in the dissemination and display of over-the-counter quotations in listed securities since the adoption of the NASDAQ issuer quotation fees in 1974 (especially the NASDAQ Consolidated Quotation Service and Securities Exchange Act Rule 11Acl-1) prompted this proposed change in policy.

Notice of the proposed rule change together with the terms of substance of the proposed rule change was given by publication of a Commission Release (Securities Exchange Act Release No. 34-16336, November 13, 1979) and by publication in the FR (44 FR 66717, November 20, 1979). No comments were received.

The Commission finds that the proposed rule change is consistent with the requirements of the Act and the rules and regulations thereunder applicable to registered securities associations and in particular, the requirements of Section 15A and the rules and regulations thereunder. Among other things, that section requires that the rules of the association provide for the equitable allocation of reasonable dues, fees, and other charges among members and issuers and other persons using any facility or system which the association operates or controls.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act, that the above-mentioned proposed rule change be, and it hereby is, approved.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.

George A. Fitzsimmons,

Secretary.

[FR Doc. 79-39862 Filed 12-31-79; 8:45 a.m.]

BILLING CODE 8010-01-M

[Rel. No. 21350; 70-6395]

National Fuel Gas Co., et al.; Proposed Issuance and Sale of Commercial Paper and Notes to Banks by Holding Company and Intrasystem Financing

December 21, 1979.

In the matter of National Fuel Gas Company, 30 Rockefeller Plaza, New York, New York 10020; National Fuel Gas Distribution Corporation, 10 Lafayette Square, Buffalo, New York 14203; NATIONAL FUEL GAS SUPPLY CORPORATION, 308 Seneca Street, Oil City, Pennsylvania 16301.

Notice is hereby given, That National Fuel Gas Company ("National"), a registered holding company, and two of its subsidiaries, National Fuel Gas Distribution Corporation ("Distribution Corporation") and National Fuel Gas Supply Corporation ("Supply Corporation"), have filed an application-declaration and an amendment thereto with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating Sections 6(a), 7, 9(a), 10, 12(b), and 12(f) of the Act and Rules 42, 43, 45 and 50(a)(5) promulgated thereunder as applicable to the following proposed transactions. All interested persons are referred to the amended application-declaration, which is summarized below, for a complete statement of the proposed transactions.

National proposes to issue and sell from time to time during the period from January 21, 1980, through December 31, 1980, up to $30,000,000 aggregate principal amount at any one time outstanding of its short-term unsecured notes to The Chase Manhattan Bank, N.A. ("Chase") and to loan the proceeds therefrom to Distribution Corporation. Such short-term unsecured notes issued to Chase will be dated as of the date of issue, will mature not later than twelve months from the date thereof, will be prepayable at any time without premium, and will bear interest equal to the Chase prime rate as it fluctuates from time to time. Interest will be payable quarterly until the principal amount is paid in full. In addition, National has informally agreed with Chase to maintain average balances of 20% of the average loans outstanding; however, the average balances maintained for normal operating needs are stated to be sufficient to cover these amounts. Assuming an average balance of 20% was required, the effective cost of money, based on a 15.25% prime rate, would be 19.0625%. There will be no commitment fee or any closing or related costs in connection with the above borrowings. National presently intends to repay the $30,000,000 through monies received from Distribution Corporation, from bank loans, or from the sale of long-term securities.

National proposes to use the proceeds from the sale of its short-term notes to acquire up to $30,000,000 aggregate principal amount at any one time outstanding of short-term unsecured notes proposed to be issued by Distribution Corporation. Each such note will be dated the same date and bear the same effective interest rate as the related short-term note of National and will mature within twelve months from its date of issue, with interest payable quarterly until the principal amount is paid in full. Distribution Corporation will have the option, after payment of all notes of prior maturity, to prepay any note issued pursuant to this transaction at any time or from time to time, in whole or in part, without premium, upon payment of all interest accrued on the principal amount so prepaid to the date of such prepayment. Distribution Corporation intends to use the proceeds from the sale of its notes for working capital, including working capital in connection with deferred gas costs.

National also proposes to issue and sell from time to time during the period from January 21, 1980, through December 31, 1980, up to $20,000,000 aggregate principal amount at any one time outstanding of its commercial paper to a dealer in commercial paper and/or short-term unsecured notes to Chase and to loan the proceeds to Distribution Corporation. The decision to issue commercial paper or short-term notes is at the discretion of National, except that, if the effective interest cost for commercial paper exceeds the cost of equivalent borrowings from Chase on the date of issue, National will issue its short-term unsecured notes to Chase.

The commercial paper will be sold by National to the dealer in minimum sales amounts of not less than $50,000 and note denominations of not less than $25,000, with varying maturities not to exceed nine months, and will not be prepayable prior to maturity. No commission will be payable in connection with the issuance and sale of the commercial paper; however, the dealer will reoffer and sell the commercial paper at a discount rate of ⅛ of 1% per annum less than the prevailing discount rate from the dealer to National. The dealer, in reoffering the commercial paper, will limit the reoffer and sale to a nonpublic list of not more than 200 buyers of commercial paper. It is anticipated that the commercial paper of National will be held by the buyer to maturity; however, the dealer may, if desired, repurchase the commercial paper and reoffer it to others on the list of buyers.

The short-term unsecured notes issued to Chase will mature within 12 months of the date of issue, will be payable at any time without premium, and will bear interest equal to the Chase prime rate as it fluctuates from time to time. Interest will be payable quarterly until the principal amount is paid in full. As set forth above, National has informally agreed with Chase to maintain average balances of 20% of the average loans outstanding.

National proposes to use the proceeds from the sale of its short-term notes and/or commercial paper to acquire up to $20,000,000 aggregate principal amount at any one time outstanding of short-term unsecured notes proposed to

be issued by Distribution Corporation. Each such note will be dated the same date and bear the same effective interest rate as the related commercial paper and/or short/term note of National. Each note related to the commercial paper of National will mature within nine months from its date of issue, with interest payable quarterly until the principal amount is paid in full. Each note related to a short-term note of National to Chase will mature within twelve months from its date of issue, with interest payable quarterly until the principal amount is paid in full. Distribution Corporation will have the option, after payment of all notes of prior maturity, to prepay any such note at any time or from time to time, in whole or in part, without premium, upon payment of all interest accrued on the principal amount so prepaid to the date of such prepayment.

Distribution Corporation proposes to use the proceeds from the sale of its notes pursuant to this transaction for working capital, including working capital in connection with deferred gas costs. National presently intends to repay its borrowings of $20,000,000 through monies received from Distribution Corporation, from bank loans, or from the sale of long/term securities.

National further proposes to establish lines of credit with various banks aggregating $50,000,000 and to issue and sell from time to time during the period from January 21, 1980, through December 31, 1980, short-term unsecured notes pursuant thereto, up to an aggregate principal amount at any one time outstanding of $50,000,000 and loan the proceeds therefrom to Supply Corporation. The names of the banks and the maximum amount to be borrowed and outstanding at any one time from each such bank are as follows:

Buffalo Group:	
Marine Midland Bank-Western—Buffalo, New York	$20,200,000
Manufacturers and Traders Trust Company—Buffalo, New York	11,000,000
Liberty National Bank & Trust Company—Buffalo, New York	4,000,000
Erie Group:	
First National Bank of Pennsylvania—Erie, Pennsylvania [1]	2,600,000
Marine Bank—Erie, Pennsylvania	1,700,000
Warren National Bank—Warren, Pennsylvania	1,700,000
Oil City Group:	
First Seneca Bank & Trust Co.—Oil City, Pennsylvania [1]	3,200,000
Pennsylvania Bank & Trust Co.—Titusville, Pennsylvania	2,400,000
Northwest Pennsylvania Bank & Trust Co.—Oil City, Pennsylvania	1,700,000
McDowell National Bank—Sharon, Pennsylvania	1,500,000
	50,000,000

[1] Agent Bank.

The notes will be dated the date of issue, will mature not later than twelve months from the date thereof, and will be prepayable at any time, in whole or in part, without penalty or premium. The notes issued and sold to the Erie and Oil City banks will bear interest at the prime rate of interest in effect from time to time at Chase. The notes issued and sold to the Buffalo banks will bear interest at the prime rate of interest in effect from time to time of each individual bank. Interest will be payable monthly until the principal amount is paid in full. There will be no commitment fee or any closing or related costs in connection with the above borrowings.

National proposes to use the proceeds from the sale of such short-term notes to acquire for cash from time to time up to $30,000,000 aggregate principal amount at any one time outstanding of short-term unsecured notes proposed to be issued by Supply Corporation. Each note will be dated the date and bear the effective interest rate of the related short-term notes of National. Each note will mature within twelve months from its date of issue, with interest payable monthly until the principal amount is paid in full. Supply Corporation will have the option to prepay any note issued pursuant to this transaction at any time or from time to time, in whole or in part, without penalty or premium, upon payment of all interest accrued on the principal amount so prepaid to the date of such prepayment.

Supply Corporation intends to use the proceeds from the sale of its notes for working capital and to purchase gas placed in storage during the summer months. Repayment of these notes by Supply Corporation will be made as gas is withdrawn from storage and sold and from funds generated internally.

Finally, it is stated that during 1980, Supply Corporation will have excess cash resulting from the sale by Supply Corporation of gas withdrawn from storage. Thus, Supply Corporation and Distribution Corporation request authority during the period from January 21, 1980, through December 31, 1980, for Supply Corporation to loan and reloan to Distribution Corporation excess cash generated as a result of the sale by Supply Corporation of gas withdrawn from storage to the extent that such cash is available and is required by Distribution Corporation for working capital, but not in excess of $50,000,000 aggregate principal amount at any one time outstanding. The funds would be loaned in exchange for unsecured notes maturing within one year. Interest will be payable monthly, at the commercial paper rate applicable to National in effect at the time the loan is made. Distribution Corporation will have the option, after payment of all notes of prior maturity, to prepay any such note at any time or from time to time in whole or in part, without premium, upon payment of all interest accrued on the principal amount so prepaid to the date of such prepayment. Distribution Corporation proposes to repay these loans through monies received as a result of bank borrowings or the sale of commercial paper by National as outlined above.

It has been requested that authorization be granted to file on a quarterly basis certificates under Rule 24 with respect to the proposed transactions and that the issuance and sale of the commercial paper be exempted from competitive bidding pursuant to Rule 50(a)(5).

A statement of the fees and expenses to be incurred in connection with the proposed transactions is to be filed by amendment. It is stated that no state or federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given, That any interested person may, not later than January 17, 1980 request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail upon the applicants-declarants at the above-stated addresses, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices or orders issued 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.

Shirley E. Hollis,

Assistant Secretary.

[FR Doc. 79-39868 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Rel. No. 21341; 70-5831]

National Fuel Gas Co. and National Fuel Gas Supply Corp.; Proposal To Extend Expiration Dates of Intrasystem Loans

December 14, 1979.

Notice is hereby given that National Fuel Gas Company ("National"), 30 Rockefeller Plaza, New York, New York 10020, a registered holding company, and National Fuel Gas Supply Corporation ("Supply"), 308 Seneca Street, Oil City, Pennsylvania 16301, a wholly-owned subsidiary of National have filed a post-effective amendment to an application-declaration previously filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating Sections 6(a), 7, 9(a), 10, 12(b) and 12(f) of the Act and Rules 43 and 45 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the amended application-declaration, which is summarized below, for a complete statement of the proposed transactions.

By order dated May 10, 1976 in this matter (HCAR No. 19521) the Commission, among other actions, authorized National to loan to Supply a portion of the proceeds of National's unsecured short-term borrowings from The Chase Manhattan Bank, N.A. ("Chase") and a portion of the proceeds of National's sale of preferred stock.

Pursuant to such authorization National issued and sold a twelve-month note in the amount of $4,900,000 to Chase on December 31, 1976 and loaned the proceeds to Supply in exchange for Supply's note maturing December 31, 1977. Supply used the $4,900,000 for construction at existing wells. Although National prepaid its note to Chase, Supply's corresponding note to National was not prepaid. National also issued and sold $30,000,000 of its preferred stock pursuant to the May 10, 1976 order of the Commission, and loaned $5,000,000 of the proceeds to Supply in exchange for Supply's note maturing December 31, 1977.

When National and its subsidiaries filed the above application-declaration, it was anticipated that all necessary approvals, including that of the Federal Energy Regulatory Commission ("FERC") would be received by December 31, 1977, so that, among other things, (a) Supply Corporation would be permitted to transfer, and National Gas Storage Corporation ("Storage") would be permitted to acquire from Supply, facilities, materials and preliminary development at certain operating and undeveloped storage areas ("Storage Project") and (b) Storage would be permitted to issue certain of its securities to Supply and to National. Due to delays in the proceedings before the FERC, the Commission authorized the extension of the maturity of Supply's $4,900,000 note to National by order dated September 20, 1977 (HCAR 20181). The maturity date was extended from December 31, 1977 to December 31, 1978. The Commission also authorized the extension of the maturity of Supply's $5,000,000 note to National from December 31, 1977 to December 31, 1978, by its order dated December 14, 1977 (HCAR 20317). Further delays in the FERC proceedings necessitated a further extension of the maturity date of such notes to December 31, 1979, which the Commission authorized in its order dated December 27, 1978 (HCAR 20848). After prolonged proceedings, FERC issued an order in June, 1979, which directed that the development of the storage project should proceed in phases. The order also authorized "Phase I" of the storage project, and Supply has undertaken certain construction activities in accordance with such FERC order. However, due to the delay in the FERC proceedings, it is not anticipated that Storage will begin operations and start rendering storage service to non-affiliated customers until April, 1980.

Accordingly, National and Supply propose that the authorization given National to loan and of Supply to borrow, be extended, so that National may: (1) loan or reloan $4,900,000 to Supply in exchange for a promissory note maturing at the earlier of December 31, 1980 or the date of completion of the capitalization of Storage on the same terms as authorized by the Commission's previous orders in this matter, and (2) loan or reloan $5,000,000 to Supply Corporation in exchange for a promissory note maturing at the earlier of December 31, 1980 or the date of completion of the capitalization of Storage on the same terms as authorized by the Commission's previous orders in this matter.

It is stated that no special or separable fees, commissions or expenses will be incurred in connection with the proposed transactions. It is further stated that no state or federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than January 7, 1980, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the filing which he desires to controvert; or he may request that he be notified if the Commission should order thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail upon the applicants-declarants at the above-stated addresses, and proof of service (by affidavit or, in case of attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices or orders issued 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.

George A. Fitzsimmons,

Secretary.

[FR Doc. 79-39863 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Rel. No. 6168; 18-37]

Monroe Clinic Employees' Retirement Plan; Filing of Application

December 14, 1979.

Notice is hereby given that the Monroe Clinic ("Applicant"), 1515 Tenth Street, Monroe, WI 53566, a Wisconsin partnership providing health care to Monroe, Wisconsin and surrounding areas, on February 16, 1979 filed an application for an exemption from the registration requirements of the Securities Act of 1933 ("Act") for any participations or interests issued in connection with the Monroe Clinic Employees' Retirement Plan ("Plan"). All interested persons are referred to that application, which is on file with the Commission, for the facts and

representations contained therein, which are summarized below.

Introduction

The Plan covers Applicant's employees and each partner who does not have more than a 10 percent interest in the net earnings of Applicant. Each person who is eligible and has completed three years of employment with Applicant automatically participates in the Plan. As of January 1, 1979, 126 employees and 38 partners were participating in the Plan. Applicant states that the Plan is of the type commonly referred to as a "Keogh" plan, which covers persons (in this case, Applicant's partners) who are employees within the meaning of Section 401(c)(1) of the Internal Revenue Code of 1954, as amended (the "Code"), and, therefore, is excepted from the exemption provided by Section 3(a)(2) of the Act for interests or participations in the employee benefit plans of certain employers. Section 3(a)(2) of the Act provides, however, that the Commission may exempt from the provisions of Section 5 of the Act any interest or participation issued in connection with a pension or profit-sharing plan which covers employees, some or all of whom are employees within the meaning of Section 401(c)(1) of the Code, if and to the extent that the Commission determines this to be 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.

Description and Administration of the Plan

Applicant states that the Plan was established by Applicant in 1968, and was amended and restated in its entirety to comply with the Employee Retirement Income Security Act of 1974 ("ERISA"). The Internal Revenue Service has issued a ruling to the effect that the Plan, as so amended and restated, continues to be a qualified plan under Section 401 of the Code. The Plan is subject to the fiduciary standards and full reporting and disclosure requirements of ERISA.

Applicant makes mandatory contributions to the Plan on behalf of participants, and participants may make voluntary contributions to the Plan. Both mandatory and voluntary contributions are based on a percentage of compensation, with certain limitations.

Applicant states that the Plan is funded through a single employer trust ("Trust"), with Northern Trust Company ("Trustee"), an Illinois Corporation, acting as trustee.

The Plan is administered by Applicant's Executive and Administration Committees. The Executive Committee, consisting of six partners, has authority to contract with the Trustee and to appoint investment managers. It also has authority to establish a funding policy and to select and remove the five members of the Administration Committee, which has general authority to supervise the Plan's administration, including interpreting the Plan, determining eligibility, and computing benefits. Both Committees are authorized to employ, and have employed, attorneys, empolyee benefit consultants and others to assist in the administration of the Plan.

All Plan contributions are directed to the Trust. The Trustee has broad discretionary authority with respect to the investment of assets, but is subject to the funding policy established by the Executive Committee.

Participants may direct contributions to a Balanced Fund, a Fixed Income Fund, or a combination of the two. Applicant states that the Executive Committee, during 1978, contracted with an independent consulting firm, Defined Compensation Administrators, Inc., for its review of the Plan's investments and for an analysis of various fixed income contracts available from several insurance companies. Based on the consultant's report, the Executive Committee has proposed that the Plan's Fixed Income Fund be invested in a group annuity contract issued by Aetna Life Insurance Company.

Discussion

Applicant contends that were it a corporation, rather than a partnership, interests or participations issued in connection with the Plan would be exempt from registration under Section 3(a)(2) of the Act because no person who would be an "employee" within the meaning of Section 401(c)(1) of the Code would participate in the Plan. Applicant argues that the mere fact that it conducts its business as a partnership rather than as a corporation should not result in a requirement that interests in the Plan be registered under the Act.

Applicant also maintains that were the Firm's partners not permitted to participate in the Plan, the interests or participations issued in connection with the Plan would be exempt under Section 3(a)(2), since no other persons covered by the Plan would be "employees" within the meaning of Section 410(c)(1) of the Code. Applicant argues that there is no valid basis for a contrary result merely because the Plan also covers partners in the Firm.

Applicant also states that the characteristics of the Plan are essentially typical of those maintained by many single corporate employers and that the legislative history of the relevant language in Section 3(a)(2) of the Act does not suggest any intent on the part of Congress that interests issued in connection with single-employer Keogh plans necessarily should be registered under the Act. Applicant argues that its Plan is distinguishable from multi-employer plans or uniform prototype plans designed to be marketed by a sponsoring financial institution or promoter to numerous unrelated self-employed persons and that these latter plans are the type of plans Congress intended to exclude from the Section 3(a)(2) exemption.

Applicant states that the Plan is not a master or prototype plan marketed to the public by a sponsoring financial institution, and Plan assets are not invested in any such master or prototype plan or commingled with assets of any other plans or collective funds.

Applicant notes that it has employed independent experts in connection with legal, accounting and investment advice and management necessary to assist the Executive Committee and Administration Committee in administration of the Plan. Moreover, the Trustee exercises discretionary authority with respect to the investment of Plan assets. According to Applicant, these facts establish that Applicant is able to represent adequately its interests and those of all participants in the Plan. Applicant believes that the rigorous disclosure requirements of ERISA and the fiduciary standards imposed thereunder are adequate to provide full protection to participants.

For all of the foregoing reasons, Applicant believes that the Commission should issue an order finding that an exemption from the provisions of Section 5 of the Act for interests or participations issued in connection with the Plan is 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 January 9, 1980, 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 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 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. An order disposing of the application will be issued as of course following January 9, 1980, unless the Commission thereafter orders a hearing 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 any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponement thereof.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

George A. Fitzsimmons,

Secretary.

[FR Doc. 79-39366 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Rel. No. 21342; 70-6384]

New England Electric System; Proposed Issue and Sale of Common Stock Pursuant to Employee's Share Ownership Plan and Request for Exemption From Competitive Bidding

December 14, 1979.

Notice is hereby given that New England Electric System ("NEES"), 25 Research Drive, Westborough, Massachusetts 01581, a registered holding company, has filed an application-declaration and an amendment thereto with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating Sections 6(a) and 7 of the Act and Rule 50 promulgated thereunder as applicable to the proposed transaction. All interested persons are referred to the application-delcaration, which is summarized below, for a complete statement of the proposed transaction.

NEES and its subsidiaries propose to establish The New England Electric System Companies Incentive Thrift Plan ("Plan"). Pursuant to the Plan, NEES proposes to issue and sell from time to time through December 31, 1984, up to 1,000,000 shares of its authorized but unissued common shares, $1 par value. Under the Plan, employee contributions will be supplemented by employer contributions, part of which will be determined by corporate performance. The proceeds from the sale will be used for investment in NEES' subsidiaries or for payment of NEES' indebtedness.

Participating companies are NEES, Granite State Electric Company, Massachusetts Electric Company, the Narragansett Electric Company, New England Power Company and New England Power Service Company ("Employers"). Each employee of a participating company who is not included in a unit of employees covered by a collective bargaining agreement and who has completed one year of service is eligible to participate in the Plan.

Participants may contribute from 1% to 11% of their compensation to the Plan. Each participant's contribution up to 3% will be a Basic Contribution. Contributions in excess of 3% will be a Supplemental Contribution. Participants may change the percentage of their contributions on the first day of any month.

The Employers shall contribute monthly on behalf of each participant an amount equal to 50% of the participant's Basic Contribution. In addition, the Employers will make an annual contribution equal to a percentage of the participant's total Basic Contributions during the year. Such percentage shall be linked to the NEES companies return on average common equity for the year. For each 0.1% that the return on average common equity exceeds 12%, an additional 2% of the participant's Basic Contributions for the year will be contributed by the Employers, up to a maximum additional contribution of 50%. There will be no matching of participant's Supplemental Contributions by the Employers.

The monthly contributions made by participants and Employers shall be remitted to the trustee, the First National Bank of Boston, and credited to the individual accounts of participants. Each participant's contribution shall be invested by the trustee, as directed by the participant, in one or more of the following three funds: (a) the Fixed Income Fund, which will earn a guaranteed minimum rate of return; (b) the Equities Fund, consisting of stocks (or bonds or other securities convertible into stocks), and similar types of equity investments, but excluding the Employer's securities; and (c) the NEES Share Fund consisting of NEES common shares purchased in the open market or from NEES. Employer Contributions on behalf of participants shall be invested entirely in NEES common shares. Participants contributions are fully vested at all times. Employer contributions shall become vested at the earlier of (a) the end of the fourth year of Plan participation or (b) the participants retirement at age 61 or later, total and permanent disability, death or termination by employer without cause.

Participants may, subject to certain restrictions, apply for distribution of a portion or all of the balance in their accounts. In the case of retirement, participants may elect one of several methods of distribution.

The administrative expenses of the Plan shall be paid by the Employers. Brokerage fees, commissions, taxes and expenses incident to the income or assets of the trust or the purchase or sale of securities will be paid by the participants.

At the discretion of the Retirement Trust Committee, the responsibility for the investment management of the Plan assets held in each fund may be divided among one or more investment managers. The Incentive Thrift Plan Committee shall be the named fiduciary who shall have authority to control and manage the operation and administration of the Plan.

No amendment of the Plan may be made which will (1) deprive any participant or beneficiary of any part of an account existing on the date of such amendment; (2) result in the reversion to an Employer of any part of the funds contrary to the provisions of the Plan; or (3) increase the duties or liabilities of the trustee without its written consent. Any employer, with the written consent or vote of the board of directors of each other employer, may terminate the Plan at anytime.

NEES requests an exemption from the competitive bidding requirements of Rule 50 for such issuance and sale pursuant to Rule 50(a)(5).

The fees and expenses to be incurred in connection with the proposed transactions will be supplied by amendment. It is stated that no state commission or federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given that any interested person may, not later than January 9, 1980, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application-declaration, as amended, which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail upon the applicant-declarant at the above-stated address, and proof of service (by

affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued 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.

George A. Fitzsimmons,

Secretary.

[FR Doc. 79-39885 Filed 12-31-79; 8:45 a.m.]

BILLING CODE 8010-01-M

[Rel. No. 10992; 812-4553]

Oppenheimer Special Fund, Inc.; Filing of Application

December 21, 1979.

Notice is hereby given that Oppenheimer Special Fund, Inc. ("Fund"), 1 New York Plaza, New York, New York 10004, a Maryland corporation registered under the Investment Company Act of 1940 ("Act") as an open-end, diversified management investment company, filed an application on October 16, 1979, and an amendment thereto on December 17, 1979, pursuant to Section 6(c) of the Act for an order of the Commission exempting the Fund from Section 22(c) of the Act and Rule 22c-1 thereunder to permit the issuance of Fund shares in exchange for substantially all the assets of Moneco, Inc. ("Moneco"), a Nevada corporation operating as an investment company without registration under the Act pursuant to Section 3(c)(1) of the Act, at a price based on the current net asset value of Fund shares as of the close of trading on the New York Stock Exchange on the day preceding the exchange, and exempting the Fund from the provisions of Section 22(d) of the Act to permit the proposed exchange of Fund shares without a sales charge, and pursuant to Section 17(b) of the Act exempting the proposed exchange of Fund shares from the provisions of Section 17(a) of the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations contained therein, which are summarized below.

The application states that the Fund and Moneco will enter into an Agreement and Plan of Reorganization ("Agreement") whereby substantially all the assets of Moneco will be transferred to the Fund in exchange for shares of its voting capital stock. The Fund states that it had net assets of approximately $40 million as of September 30, 1979, and that Moneco had total net assets of $3,393,031 as of August 31, 1979. According to the application, the number of Fund shares to be issued to Moneco will be determined by dividing the aggregate market value of the Moneco assets to be transferred to the Fund by the net asset value per share of the Fund, both of which shall be determined as of the valuation date as defined in the Agreement. The application states that no adjustment will be made for any realized or unrealized capital gain of either the Fund or Moneco because each party believes that the benefits and detriments that may arise from the variance of the net unrealized capital gains of each party are too indefinite to warrant any adjustment in the exchange formula. The Fund represents that neither company is expected to have a material amount of net realized capital gains or losses on the valuation date. The application indicates the each company will bear its own expenses incurred by reason of the transaction. According to the application, a cash reserve will be retained by Moneco in an amount sufficient in the judgment of its board of directors to pay its liabilities and expenses of liquidation and dissolution. The Fund represents that the cash reserve will not exceed 10% of Moneco's net assets or 30% of its gross assets and any part of the cash reserve not used for the payment of such liabilities and expenses will be distributed to Moneco shareholders.

None of the directors or officers of Moneco are affiliated with the Fund or Oppenheimer Management Corporation ("OMC"), the Fund's investment adviser, except Mr. A. P. Kibbe, the chief executive officer and a director of Moneco. Mr. Kibbe is a director of the Fund and seven other registered investment companies advised by OMC. Mr. Kibbe and his wife each own 18.28% of the stock of Moneco.

Rule 22c-1, adopted pursuant to Section 22(c) of the Act, provides in pertinent part, that redeemable securities of registered investment companies must be sold, redeemed, or repurchased at a price based on the current net asset value (computed on each day during which the New York Stock Exchange is open for trading not less frequently than once daily as of the time of the close of trading on such Exchange) which is next computed after receipt of a tender of such security for redemption or of an order to purchase or sell such security.

The application states that under the Agreement, shares of the Fund and the assets of Moneco will be valued as of the time of the close of trading on the New York Stock Exchange on January 15, 1980, or such earlier or later date as may be agreed to by the parties ("the Valuation Time") and the issuance of Fund shares in exchange for Moneco assets will occur on the next full business day following the Valuation Time, and may not be in compliance with Rule 22c-1. The Fund states that it will be impracticable to comply with Section 22(c) and Rule 22(c)-1, because the number of Fund shares to be issued is determined by dividing the net asset value per share of the Fund into the total net assets of Moneco available for acquisition and that such a computation can be made only after the close of business when both portfolios can be fully valued. The Fund believes that valuation of Fund assets at the Valuation Time on the last business day immediately preceding the date of exchange will be fair to its shareholders and will not present any of the potential for abuse that Rule 22c-1 was designed to prohibit.

Section 22(d) of the Act provides, in pertinent part, that a registered open-end investment company may sell its shares only at a current public offering price described in the prospectus. The application states that since shares of the Fund to be issued to Moneco will not be subject to the sales charge described in the Fund's prospectus, an order of exemption from Section 22(d) of the Act is necessary if the proposed transaction is to comply with the Act.

It is further represented that the granting of the requested exemption from Sections 22(c) and 22(d) of the Act and Rule 22c-1 thereunder is 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.

Section 6(c) of the Act provides, in pertinent part, that the Commission, by order upon application, may conditionally or unconditionally exempt any person or transaction from any provision under the Act or any rule or regulation thereunder, if and to the extent 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.

Section 2(a)(3) provides, in pertinent part, that an affiliated person of another person means any person directly or indirectly owning 5 percentum or more of the outstanding voting securities of such other person, any person 5 percentum or more of whose outstanding voting securities are directly or indirectly owned by such other person and any officer or director of such other person. The application states that Mr. Kibbe, as a director of the Fund, is an affiliated person of the Fund. The application also states that Moneco is an affiliated person of Mr. Kibbe because he may control Moneco within the meaning of the Act, and thus Moneco might be deemed to be an affiliate of an affiliate of the Fund.

Section 17(a) of the Act provides, in pertinent part, that it shall be unlawful for an affiliated person of a registered investment company, or any affiliated person of such person, knowingly to sell to or purchase from such registered investment company any security or other property. Because Moneco may be deemed an affiliated person of an affiliated person of the Fund, any disposition of portfolio securities by Moneco to the Fund or any acquisition by the Fund of portfolio securities of Moneco pursuant to the Agreement might be prohibited by Section 17(a) of the Act. Section 17(b) of the Act provides, in pertinent part, that the Commission, upon application, shall exempt a proposed transaction from the provisions of Section 17(a) of the Act if evidence establishes that the terms of the proposed transaction, including the consideration to be paid or received, are fair and reasonable 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 concerned and with the general purposes of the Act. The Fund has requested an order pursuant to Section 17(b) of the Act exempting the proposed transaction from the provisions of Section 17(a) of the Act.

The Fund submits that the proposed transaction represents an opportunity for the Fund to acquire a substantial portion of portfolio securities without the necessity of paying brokerage commissions. The application also states that the assets to be acquired by the Fund are substantially similar to assets it already holds, thus reducing the need to sell any of the securities to be acquired from Moneco other than as the result of subsequent investment decisions. Based upon the portfolio of Moneco on November 30, 1979, if the transaction had occurred on that date, it is asserted that an investment decision to retain the security position would have been made by the Fund with respect to more than 90% of the value of the securities acquired from Moneco. The Fund represents that it will benefit from a reduction in its projected per share expenses due to a reduced expense ratio that can be expected from a larger fund.

The Fund further submits that the terms of the proposed transaction, including the consideration to be paid or received, are reasonable and fair to the Fund and do not involve overreaching on the part of any person concerned. In this regard, it is asserted that Mr. Kibbe did not participate in any of the negotiations between Moneco and the Fund concerning the Agreement between the Fund and Moneco nor did he participate in the consideration of approval of the Agreement by the Fund's Board of Directors. The application states that Mr. Kibbe has advised the Fund that he has no interests or relationships with the Fund, its affiliates or with Moneco that are not disclosed in the application and that he will derive no benefit from the transaction that is not also received by the other shareholders of Moneco. The application states that no broker or finder has been employed by either party with respect to the Agreement or the transactions contemplated therein, and no finder's fee will be paid to anyone with respect to the proposed transaction. The application also states that the proposed transaction is consistent with the general purposes of the Act.

Notice is further given that any interested person may, not later than January 14, 1980, 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 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 upon 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. As provided by Rule 0-5 of the Rules and Regulations promulgated under the Act, an order disposing of the application will be issued as of course following said date unless the Commission thereafter orders a hearing 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 any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

Shirley E. Hollis,

Assistant Secretary.

[FR Doc. 79-39869 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[Release No. 21349; 70-6067]

Pennsylvania Electric Co. and Nineveh Water Co.; Proposed Cash Capital Contributions to Water Company Subsidiary

December 21, 1979.

Notice is hereby given, That Pennsylvania Electric Company ("Penelec"), an electric utility subsidiary company of General Public Utilities Corporation, a registered holding company, and Nineveh Water Company ("Nineveh"), 1001 Broad Street, Johnstown, Pennsylvania 15907, a water company subsidiary of Penelec, have filed with this Commission a further post-effective amendment to their application-declaration in this proceeding pursuant to Section 12(b) of the Public Utility Holding Company Act of 1935 ("Act") and Rule 45 promulgated thereunder regarding the following proposed transaction. All interested persons are referred to the amended application-declaration, which is summarized below, for a complete statement of the proposed transaction.

In accordance with orders in this proceeding dated December 22, 1977, and February 15, 1979 (HCAR Nos. 20333 and 20922), Nineveh has issued $915,000 of its demand notes to Penelec in order to obtain funds to repair facilities damaged by the July 1977 flood in Johnstown, Pennsylvania and to modify the Findley Run Dam. It is stated that Nineveh applied to the U.S. Small Business Administration for a disaster relief loan in the amount of $1,230,600, the proceeds of which loan were to be used by Nineveh to repay such demand notes. Because certain of the conditions imposed by the Small Business Administration upon such loan were not

acceptable to Nineveh and Penelec, the authorization with respect to such loan was cancelled. (The filing with this Commission with respect to such loan (File No. 70–6201) was withdrawn on August 23, 1979.)

Penelec now proposes that the demand notes be converted to cash capital contributions. In additon, Nineveh will require an additional $68,500 for construction purposes in 1980, and Penelec also pruposes to provide such additional funds by cash capital contributions. Accordingly, it has been requested that an order be issued authorizing Penelec cash capital contributions to Nineveh through December 31, 1980, in the aggregate amount of $983,500, $915,000 of which will represent the conversion of the demand notes to capital contributions and the balance, $68,500, will represent additional cash capital contributions in 1980.

The fees and expenses to be incurred in connection with the proposed transaction are to be filed by amendment. It is stated that no state or federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given, That any interested person may, not later than January 15, 1980, request in writing that a hearing be held in respect of such matter, stating the nature of his interests, the reasons for such request, and the issues of fact or law raised by said post-effective amendment to the application-declaration which he desires to controvert; or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail upon the applicants-declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as now amended or as it may be further amended, may be granted and permitted to become effective as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices or orders issued 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.

Shirley E. Hollis,

Assistant Secretary.

[FR Doc. 79-39359 Filed 12-31-79; 8:45 am]
BILLING CODE 8010-01-M

[Rel. No. 10994; 812-4544]

Trust for Cash Reserves; Filing of Application

December 21, 1979.

Notice is hereby given, That Trust for Cash Reserves ("Applicant"). 421 Seventh Avenue, Pittsburgh, Pennsylvania 15219, registered under the Investment Company Act of 1940 ("Act") as an open-end, diversified, management investment company, filed an application on October 1, 1979, requesting an order of the Commission, pursuant to Section 6(c) of the Act, exempting Applicant from the provisions of Section 2(a)(41) of the Act and Rules 2a–4 and 22c–1 thereunder, to the extent necessary to permit Applicant's assets to be valued at amortized cost. All interested persons are referred to the application on file with the Commission for a statement of the representations contained therein which are summarized below.

Applicant states that it is a "money market" fund organized as a Massachusetts Business Trust and that Cash Management Research Corporation, a wholly-owned subsidiary of Federated Investors, Inc., serves as its investment adviser. Applicant further states that it is designed as an investment vehicle for investors with temporary cash balances or cash reserves seeking current income consistent with stability of principal and that its portfolio may be invested in a variety of money market instruments. According to the application, Applicant does not invest in instruments issued by banks or savings and loan associations unless at the time of investment they have capital, surplus and undivided profits in excess of $100,000,000 at the date of their most recently published financial statements. The application states that investments in commercial paper are limited to commercial paper rated A–1 by Standard & Poor's Corporation, Prime 1 by Moody's Investors Service or F–1 by Fitch Investors Service.

As here pertinent, Section 2(a)(41) of the Act defines value to mean: (1) with respect to securities for which market quotations are readily available, the market value of such securities, and (2) with respect to other securities and assets, fair value as determined in good faith by the board of directors. Rule 22c–1 adopted under the Act provides, in part, that no registered investment company or principal underwriter therefor issuing any redeemable security shall sell, redeem or repurchase any such security except at a price based on the current net asset value of such security which is next computed after receipt of a tender of such security for redemption or of an order to purchase or to sell such security. Rule 2a–4 adopted under the Act provides, as here relevant, that the "current net asset value" of a redeemable security issued by a registered investment company used in computing its price for the purposes of distribution and redemption shall be an amount which reflects calculations made substantially in accordance with the provisions of that rule, with estimates used where necessary or appropriate. Rule 2a–4 further states that portfolio securities with respect to which market quotations are readily available shall be valued at current market value, and that other securities and assets shall be valued at fair value as determined in good faith by the board of directors of the registered company. Prior to the filing of the application, the Commission expressed its view that, among other things: (1) Rule 2a–4 under the Act requires that portfolio instruments of "money market" funds be valued with reference to market factors, and (2) it would be inconsistent, generally, with the provisions of Rule 2a–4 for a "money market" fund to value its portfolio instruments on an amortized costs basis (Investment Company Act Release No. 9786, May 31, 1977).

Applicant states that experience indicates that two features are necessary in a "money market" fund: (1) certainty of stability of principal and (2) steady flow of predictable and competitive investment income. Applicant asserts that by maintaining a portfolio of high quality, short-term money market instruments valued at amortized cost it can provide these features to investors. Applicant represents that its Trustees ("Management") has properly determined in good faith under the provisions of the Act to value the portfolio of Applicant by use of the amortized cost method and that this method is in the best interest of its shareholders. According to the application, experience has shown that, given the unique nature of Applicant's policies and operations, there should be a negligible discrepancy between prices obtained by the amortized cost method and those obtained by a market valuation method. Applicant further

represents that: (1) its Management has determined in good faith, in light of the characteristics of Applicant, that the amortized cost method of valuation of portfolio instruments is appropriate and preferable to the use of a market based valuation method, and (2) its Management has further determined to continuously monitor valuation indicated by methods other than amortized cost so that any necessary changes in the valuation method may be made to assure that the valuation method being used is a fair approximation of fair value in view of all pertinent factors. Accordingly, Applicant requests exemptions from Section 2(a)(41) of the Act, and Rules 2a–4 and 22c–1 thereunder, to the extent necessary to permit its assets to be valued as set forth in the application, and as described above, whether or not market quotations are available.

Section 6(c) of the Act provides, in part, that upon application the Commission may conditionally or unconditionally exempt any person, security, or transaction, or any class or classes of persons, securities, or transactions, from any provision or provisions of the Act or of the rules thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with protection of investors and the purposes fairly intended by the policy and provisions of the Act. Applicant Submits that the exemptions it requests satisfy these standards in view of its management policies and the conditions hereinafter set forth.

Applicant consents to the imposition of the following conditions in an order granting the relief it requests:

1. In supervising Applicant's operations and delegating special responsibilities involving portfolio management to Applicant's investment adviser, Management undertakes—as a particular responsibility within the overall duty of care owed to shareholders—to establish procedures reasonably designed, taking into account current market conditions and Applicant's investment objectives, to stabilize Applicant's net asset value per share, as computed for the purpose of distribution, redemption and repurchase, at $1.00 per share.

2. Included within the procedures to be adopted by Management shall be the following:

(a) Review by Management, as it deems appropriate and at such intervals as are reasonable in light of current market conditions, to determine the extent of deviation, if any, of the net asset value per share as determined by using available market quotations from Applicant's $1.00 amortized cost price per share, and the maintenance of records of such review.[1]

(b) In the event such deviation from Applicant's $1.00 amortized cost price per share exceeds ½ of 1 percent, a requirement that Management will promptly consider what action, if any, should be initiated by Management.

(c) Where Management believes the extent of any deviation from Applicant's $1.00 amortized cost price per share may result in material dilution or other unfair results to investors or existing shareholders, it shall take such action as it deems appropriate to eliminate or to reduce to the extent reasonably practicable such dilution or unfair results, which may include: redemption of shares in kind; selling portfolio instruments prior to maturity to realize capital gains or losses, or to shorten the average maturity of portfolio instruments of Applicant; withholding dividends; or utilizing a net asset value per share as determined by using available market quotations.

3. Applicant will maintain a dollar-weighted average portfolio maturity appropriate to its objective of maintaining a stable net asset value per share; provided, however, that Applicant will not (a) purchase any instrument with a remaining maturity of greater than one year, or (b) maintain a dollar-weighted average portfolio maturity which exceeds 120 days. In fulfilling this condition, if the disposition of a portfolio security results in a dollar-weighted average portfolio maturity in excess of 120 days, Applicant will invest its available cash in such a manner as to reduce the dollar-weighted average portfolio maturity to 120 days or less as soon as reasonably practicable.

4. Applicant will record, maintain, and preserve permanently in an easily accessible place a written copy of the procedures (and any modifications thereto) described in paragraph 1. above, and Applicant will record, maintain and preserve for a period of not less than six years (the first two years in an easily accessible place) a written record of Management's considerations and actions taken in connection with the discharge of its responsibilities, as set forth above, to be included in the minutes of Management's meetings. The documents preserved pursuant to this condition shall be subject to inspection by the Commission in accordance with Section 31(b) of the Act, as if such documents were records required to be maintained pursuant to rules adopted under Section 31(a) of the Act.

5. Applicant will limit its portfolio investments, including repurchase agreements, to those United States dollar denominated instruments which Management determines present minimal credit risks, and which are of "high quality" as determined by any major rating service or, in the case of any instrument that is not so rated, of comparable quality as determined by Management.

6. Applicant will include in each quarterly report, as an attachment to Form N–1Q, a statement as to whether any action pursuant to paragraph 2(c) above was taken during the preceding fiscal quarter and, if any such action was taken, will describe the nature and circumstances of such action.

Notice is further given that any interested persons may, not later than January 14, 1980, 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 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 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. As provided by Rule 0–5 of the Rules and Regulations promulgated under the Act, an order disposing of the application will be issued as of course following said date unless the Commission thereafter orders a hearing 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 any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

Shirley E. Hollis,

Assistant Secretary.

[FR Doc. 79-39871 Filed 12-31-79; 8:45 am]

BILLING CODE 8010-01-M

[1] To fulfill this condition, Applicant intends to use actual quotations or estimates of market value reflecting current market conditions chosen by Management in the exercise of its discretion to be appropriate indicators of value which may include, *inter alia*, (1) quotations or estimates of market value for individual portfolio instruments, or (2) values obtained from yield data relating to classes of money market instruments published by reputable sources.

DEPARTMENT OF THE TREASURY

Customs Service

Dextrines and Soluble or Chemically Treated Starches Derived From Corn Starch From the European Community; Preliminary Countervailing Duty Determination

AGENCY: U.S. Customs Service, Treasury Department.

ACTION: Preliminary Countervailing Duty Determination.

SUMMARY: This notice is to inform the public that a countervailing duty investigation has resulted in a preliminary determination that the European Community and the Government of the Netherlands have given benefits which are considered to be bounties or grants within the meaning of the countervailing duty law on the manufacture, production, or exportation of dextrines and soluble or chemically treated starches derived from corn starch. A final determination will be made by March 17, 1979. Interested parties are invited to comment on this action.

EFFECTIVE DATE: January 2, 1980.

FOR FURTHER INFORMATION CONTACT: Stephen Nyschot, Trade Analysis Division, U.S. Customs Service, 1301 Constitution Avenue, N.W., Washington, D.C. 20229; telephone (202) 566-5492.

SUPPLEMENTARY INFORMATION:

On September 18, 1979, a notice of "Receipt of Countervailing Duty Petition and Initiation of Investigation" was published in the Federal Register (44 FR 54149). The notice stated that a petition in satisfactory form was received on August 2, 1979, from counsel on behalf of Henkel Corporation, Edina, Minnesota, alleging that payments conferred by the European Community (EC) upon the manufacture, production, or exportation of dextrines and soluble or chemically treated starches derived from corn starch constitute the payment or bestowal of a bounty or grant within the meaning of section 303, Tariff Act of 1930, as amended (19 U.S.C. 1303) ("the Act"). The EC comprises Belgium, Denmark, the Federal Republic of Germany, France, Ireland, Italy, Luxembourg, the Netherlands, and the United Kingdom. Imports covered by this investigation are classified under item 493.30, Tariff Schedules of the United States Annotated (TSUSA), and include only those dextrines and soluble or chemically treated starches derived from corn starch.

On the basis of an investigation conducted pursuant to § 159.47(c), Customs Regulations (19 CFR 159.47(c)), it has been preliminarily determined that benefits available to EC producers of the subject merchandise constitute bounties or grants within the meaning of section 303 of the Act. These benefits are in the form of two types of payments made under the EC's Common Agricultural Policy (CAP): "Production refund payments" and "export restitution payments".

A minimum price for corn has been established under the CAP in order to support the price level of corn. Production refund payments are made to processors of the subject merchandise who make contracts in accordance with the minimum price. The full value of these payments is considered a benefit to those processors.

Exporters of the subject merchandise receive export restitution payments based on an established formula for each unit of eligible merchandise exported from the EC. These payments also constitute a bounty or grant because they simply confer a direct benefit on the exported merchandise.

The total bounty or grant associated with the subject merchandise is equal to the sum of the various payments made through all stages of the production process, from corn, to corn starch, to dextrines and soluble or chemically treated starches derived from corn starch. The net value of these payments, in terms of the U.S. import value on a Customs valuation basis, is equal to 34.4 percent *ad valorem*.

The petition also alleged that the Government of the Netherlands provides assistance to Dutch processors of corn starch which constituted a bounty or grant under the Act. It has been preliminarily determined that the Dutch government does provide countervailable benefits to at least one processor of corn starch in the form of financial aid for investment purposes. A second firm was aided when the Government of the Netherlands purchased 40 percent of the company's stock at the time the company's parent firm declared bankruptcy, but additional information is necessary to determine if a countervailable benefit exists. Further data will be obtained regarding both firms before a final countervailing duty determination is made.

Under traditional Treasury practice, whether a domestic program providing a benefit had a trade-distorting effect would be examined in determining if a bounty or grant had been paid or bestowed. This would be determined by the size of the *ad valorem* benefit found and, except where that benefit was of significant size, the proportion of production of the subject merchandise that was exported. In the instant case, analysis of production exported is unnecessary in view of the magnitude of the benefits. On November 29, 1979, the Court of Customs and Patent Appeals overturned Treasury's administrative practice. *ASG Industries* v. *United States*, C.A.D. 1237. If this holding remains in effect, Treasury could not, in any circumstance, consider the level of exportation in determining whether a bounty or grant was paid or bestowed under the programs investigated. Thus, whatever standard is used, it appears that a bounty or grant is provided in the instant case.

Accordingly, it is preliminarily determined that bounties or grants, within the meaning of section 303 of the Act, are being paid or bestowed, directly or indirectly, upon the manufacture, production, or exportation of the subject merchandise from the EC.

On January 1, 1980, the Trade Agreements Act of 1979 (Pub. L. 96-39) goes into effect and pursuant to this law, estimated duties will be required to be paid in the form of cash deposit, bond or other security for each entry of merchandise equal to 34.4 percent *ad valorem*.

In accordance with section 102(a)(2) of the Trade Agreements Act of 1979 (19 U.S.C. 1671 note), a final determination will be made no later than March 17, 1980.

Before a final determination is made, consideration will be given to relevant data, views, or arguments submitted in writing with respect to this preliminary decision.

Submissions before January 1, 1980, should be addressed to the Commissioner of Customs, 1301 Constitution Avenue, N.W., Washington, D.C. 20229. On or after January 1, 1980, submissions should be submitted to the Assistant Secretary for Trade Administration, Department of Commerce, 14th and Constitution Avenue, N.W., Washington, D.C. 20230. Submissions should be received no later than February 1, 1980. Any request to present oral views should accompany such submission and a copy of all submissions should be delivered to counsel that has heretofore represented any party to these proceedings.

This preliminary determination is published pursuant to section 303(a) of the Tariff Act of 1930, as amended (19 U.S.C. 1303(a)).

Pursuant to Reorganization Plan No. 26 of 1950 and Treasury Department Order No. 101-5, May 16, 1979, the provisions of Treasury Department Order 165, Revised, November 2, 1954, and § 159.47 of the Customs Regulations (19 CFR 159.47), insofar as they pertain to the issuance of a preliminary

countervailing duty determination by the Commissioner of Customs, are hereby waived.

Robert H. Mundheim,

General Counsel of the Treasury.

December 26, 1979.

[FR Doc. 79-39934 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-22-M

Malleable Pipe Fittings From Japan Preliminary Countervailing Duty Determination

AGENCY: U.S. Customs Service, Treasury Department.

ACTION: Preliminary Countervailing Duty Determination.

SUMMARY: This notice is to inform the public that a countervailing duty investigation has resulted in a preliminary determination that the government of Japan has given benefits that may constitute bounties or grants on the manufacture, production, or exportation of certain malleable pipe fittings. A final determination will be made no later than March 17, 1980, as provided by section 102(a)(2) of the Trade Agreements Act of 1979, effective January 1, 1980. Interested persons are invited to comment on this action.

EFFECTIVE DATE: January 2, 1980.

FOR FURTHER INFORMATION CONTACT: Stephen Nyschot, Trade Analysis Division, U.S. Customs Service, 1301 Constitution Avenue, N.W., Washington, D.C. 20229; telephone (202) 566-5492.

SUPPLEMENTARY INFORMATION: On August 28, 1979, a notice of "Receipt of Countervailing Duty Petition and Initiation of Investigation" was published in the Federal Register (44 FR 50424). The notice stated that a petition had been received alleging that payments or bestowals conferred by the Government of Japan upon the manufacture, production or exportation of malleable pipe fitting constitute the payment or bestowal of a bounty or grant, directly or indirectly, within the meaning of section 303 of the Tariff Act of 1930, as amended (19 U.S.C. 1303) (hereinafter referred to as "the Act").

For purposes of this notice, the products covered are malleable pipe fittings of iron used as fittings and junctions in water, steam and gas piping systems. These products are classified under item number 610.7400 of the Tariff Schedules of the U.S. Annotated as cast iron fittings, malleable, advanced in condition by operations or processes subsequent to the casting process.

On the basis of an investigation conducted pursuant to § 159.47(c) of the Customs Regulations (19 CFR 159.47(c)), it has been preliminarily determined that certain programs of the Government of Japan provide benefits to manufacturers and exporters of the subject merchandise which may constitute bounties or grants within the meaning of section 303 of the Act. These benefits have been preliminarily determined to have been conferred under the following programs:

(1) Emergency debt financing for certain businesses under the "Law Concerning Temporary Measures for Medium and Small Enterprises Relating to Steep Revaluation of Yen Rates" (High Yen Act).

Under this program, one manufacturer of malleable pipe fittings received a loan of 20 million yen at a preferential interest rate. Another manufacturer has been certified as eligible for similarly structured financing but had not participated in the program as of the investigatory period.

With respect to the first company, the ad valorem benefit of this financing is approximately 0.07 percent which, if viewed alone, would fall within the range of de minimis. Since this program is grouped with other countervailable programs, the de minimis concept is applied to the aggregate value of the countervailable benefits conferred upon the subject merchandise.

With respect to the second company, the Government of Japan will be requested to alert Treasury should this company begin to participate in this loan program.

(2) Partial tax sheltering of current and previous years' earnings through the Overseas Market Development Reserve Program (OMDR).

Under this program, a portion of the export earnings of certain firms are placed in a reserve and sheltered from tax liability for 5 years. The deferred tax is viewed as an interest-free loan and the bounty is calculated to be the interest which would have been paid if the loan was secured at market rates. Seven of the twelve companies surveyed sheltered income under this program and their benefits ranged from 0.09 percent to 0.54 percent ad valorem. Those companies receiving the largest benefits under OMDR do not fall into the de minimis category. Until these companies are identified by the Government of Japan, all companies will be treated as receiving cumulative benefits which are countervailable with the bounty or grant approximating 0.6 percent.

Petitioner has alleged that exporters of the subject merchandise receive bounties or grants within the meaning of the Act from the Japan External Trade Organization (JETRO). Recent information received by Treasury indicates that substantial work at JETRO is devoted to import assistance. JETRO's mission no longer involves only export promotion tasks. Furthermore much of the activity under the framework of export promotion involves the collection and dissemination of economic information which is general in nature. Any collection of industry/company specific information at a business' request is performed on a fee basis. The transmittal of general economic information is a service provided by most governments and access to better information cannot be deemed trade distortive per se. In light of these facts, Treasury is reconsidering its previous position that JETRO activities yield countervailable benefits. The public is invited to comment as to the appropriate resolution of this issue.

The following programs were alleged to be benefitting malleable pipe fitting manufacturers and exporters from Japan but have been preliminarily determined not to be bounties or grants bestowed upon the investigated industry:

(1) Low interest loans to facilitate the conversion of certain businesses under the High Yen Act.

No manufacturers or exporters of malleable pipe fittings have received benefits under this program.

(2) Liberalized terms for government financed loan guarantees under the High Yen Act.

No manufacturers or exporters of malleable pipe fittings have received benefits under this program.

(3) Extended loss carry back provisions applying to the determination of taxable income.

No manufacturers or exporters of malleable pipe fittings have received tax refunds due to this provision of the High Yen Act.

(4) Benefits applicable to those industries which have been designated "depressed."

The malleable pipe fitting industry does not fall into this category.

(5) Preferential financing through the Japan Develpment Bank.

No manufacturers or exporters of malleable pipe fittings have received loans of any type from the J.D.B.

Accordingly, it is preliminarily determined that bounties or grants within the meaning of section 303 of the Act, are being paid or bestowed, directly or indirectly, upon the manufacture, production or exportation of malleable pipe fittings from Japan.

On January 1, 1980, the Trade Agreements Act of 1979 (Pub. L. 96-39) goes into effect and pursuant to this law, estimated duties will be required to be paid in the form of cash deposit, bond or other security for each entry of

merchandise equal to 0.6 percent ad valorem.

In accordance with section 102(a)(2) of the Trade Agreements Act of 1979, a final determination will be made no later than March 17, 1980.

Before a final determination is made, consideration will be given to relevant data, views, or arguments submitted in writing with respect to this preliminary decision.

Submissions before January 1, 1980, should be addressed to the Commissioner of Customs, 1301 Constitution Avenue, N.W., Washington, D.C. 20229. On or after January 1, 1980, submissions should be submitted to the Assistant Secretary for Trade Administration, Department of Commerce, 14th and Constitution Avenue, N.W., Washington, D.C. 20230. Submissions should be received no later than February 1, 1980. Any request to present oral views should accompany such submission and a copy of all submissions should be delivered to counsel that has heretofore represented any party to these proceedings.

This preliminary determination is published pursuant to section 303(a) of the Tariff Act of 1930, as amended (19 U.S.C. 1303(a)).

Pursuant to Reorganization Plan No. 26 of 1950 and Treasury Department Order No. 101–5, May 16, 1979, the provisions of Treasury Department Order No. 165, Revised, November 2, 1954, and § 159.47 of the Customs Regulations (19 CFR 159.47), insofar as they pertain to the issuance of a preliminary countervailing duty determination by the Commissioner of Customs, are hereby waived.

Robert H. Mundheim,

General Counsel of the Treasury.

December 26, 1979.

[FR Doc. 79-39332 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-22-M

Fiscal Service

[Dept. Circ. 570, 1979 Rev., Supp. No. 11]

Surety Companies Acceptable on Federal Bonds; Revision of Underwriting Limitation

The underwriting limitation for Builders Mutual Surety Company was listed at 44 FR 38089 (June 29, 1979) as $53,000. This underwriting limitation is hereby revised to $95,000.

Questions concerning this notice may be directed to the Audit Staff, Bureau of Government Financial Operations, Department of the Treasury, Washington, D.C. 20226. Telephone (202) 634–5010.

Dated: December 18, 1979.

D. A. Pagliai,

Commissioner, Bureau of Government Financial Operations.

[FR Doc. 79-39333 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-35-M

Office of the Secretary

List of Countries Requiring Cooperation With an International Boycott

In order to comply with the mandate of section (a)(3) of the Internal Revenue Code of 1954, the Department of the Treasury is publishing a current list of countries which may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1954). This list is the same as the list published in the October 3, 1979, Federal Register.

On the basis of the best information currently available to the Department of the Treasury, the following countries may require participation in, or cooperation with, an international boycott (within the meaning of section 999(b)(3) of the Internal Revenue Code of 1954): Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Syria, United Arab Emirates, Yemen Arab Republic, Peoples Democratic Republic of Yemen.

Dated: December 21, 1979.

[FR Doc. 79-39362 Filed 12-31-79; 8:45 am]

BILLING CODE 4810-25-M

INTERSTATE COMMERCE COMMISSION

[Finance Docket No. 29144; Service Order No. 1411; Supplemental Order No. 1]

St. Louis Southwestern Railway Co.—Temporary Authority—Chicago, Rock Island and Pacific Railroad Co., Debtor (William M. Gibbons, Trustee) Between Santa Rosa, NM, and St. Louis, MO and Authority To Operate Between Santa Rosa, NM, and St. Louis, MO

Decided: December 20, 1979.

Upon reconsideration of Service Order No. 1411, published at 44 FR 72261, Dec. 13, 1979, we have concluded that our treatment of rates should be slightly altered. The service order presently provides (at pages 19 and 30) [44 FR 72265, 72267] that St. Louis Southwestern Railway Company (SSW) and its corporate parent Southern Pacific Transportation Company (SPT) may seek changes in all existing rates and charges involving the "Tucumcari line." No provision was made for the protection of transit rates and prepaid charges. Since SPT–SSW has not yet commenced operations over the Tucumcari line pursuant to Service Order No. 1411,[1] we consider it appropriate to provide for the preservation of existing transit rates and prepaid charges at this time.

Preservation of existing transit rates and prepaid charges is necessary to protect shippers who had dealt with the Chicago, Rock Island and Pacific Railroad Company, Debtor (William M. Gibbons, Trustee) ("Rock Island" or "RI") prior to RI's fiscal collapse in September 1979. Without such preservation, those shippers who had utilized transit rates or who had prepaid certain charges would, in effect, be required to "pay twice" for the movement of their goods. Their sole remedy would be a legal suit against the RI Trustee for a refund of transit payments and prepaid charges—a time-consuming and uncertain process at best. We do not believe that such an onerous burden should fall on these Rock Island patrons.

Accordingly, we shall amend Service Order No. 1411 as follows: page 19 (¶ 2) (44 FR 72265, 1st column, 4th paragraph, 4th line)—at the end of the first sentence of the second full paragraph, delete the period and insert the following parenthetical: "(except that all prepaid charges and transit arrangements already entered into shall be protected)." page 30 (ordering ¶ 3) (44 FR 72267, 2nd column, 5th full paragraph, 5th line)—at the end of the first sentence of ordering paragraph 3, delete the period and insert the following parenthetical: "(except that all prepaid charges and transit arrangements already entered into shall be protected)."

By the Commission. Chairman O'Neal, Vice Chairman Stafford, Commissioners Gresham, Clapp, Christian, Trantum, Gaskins, and Alexis. Commissioners Gresham, Trantum, and Gaskins dissenting. Commissioner Christian not participating.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 79-39337 Filed 12-31-79; 8:45 am]

BILLING CODE 7035-01-M

[1] See our decision in this docket (decided and served December 14, 1979) granting SPT–SSW's request for postponement of the effective date of Service Order No. 1411. The postponement was warranted by SPT–SSW's need to resolve certain administrative problems associated with the commencement of operations.

Transportation of Used Household Goods in Connection With a Pack-and-Crate Operation on Behalf of the Department of Defense; Special Certificate Letter Notice(s)

The following letter notices request participation in a Special Certificate of Public Convenience and Necessity for the transportation of used household goods, for the account of the United States Government, incident to the performance of a pack-and-crate service on behalf of the Department of Defense under the Direct Procurement Method or the Through Government Bill of Lading Method under the Commission's regulations (49 CFR 1056.40) promulgated in "Pack-and-Crate" operations in Ex Parte No. MC–115, 131 M.C.C. 20 (1978).

An original and one copy of verified statement in opposition (limited to argument and evidence concerning applicant's fitness) may be filed with the Interstate Commerce Commission on or before January 22, 1980. A copy must also be served upon applicant or its representative. Opposition to the applicant's participation will not operate to stay commencement of the proposed operation.

If applicant is not otherwise informed by the Commission, operations may commence within 30 days of the date of its notice in the **Federal Register**, subject to its tariff publication effective date.

HG–47–79 (Special Certificate—used household goods), filed December 26, 1979.

Applicant: Valley Moving and Storage Co., 1516 E. Burlington Ave., Casper, WY 82601.

Representative: Leo L. Bulson, President (address same as applicant).

Authority sought: Between points in the state of Wyoming serving Warren Air Force Base, Cheyenne, WY.

By the Commission.

Agatha L. Mergenovich,

Secretary.

[FR Doc. 79–39896 Filed 12–31–79; 8:45 am]

BILLING CODE 7035–01–M

Sunshine Act Meetings

Federal Register
Vol. 45, No. 1
Wednesday, January 2, 1980

This section of the FEDERAL REGISTER contains notices of meetings published under the "Government in the Sunshine Act" (Pub. L. 94–409) 5 U.S.C. 552b(e)(3).

CONTENTS

	Items
Federal Deposit Insurance Corporation	1
Federal Reserve System	2

1

FEDERAL DEPOSIT INSURANCE CORPORATION.

Notice of Agency Meeting.

Pursuant to the provisions of the "Government in the Sunshine Act" (5 U.S.C. 552b), notice is hereby given that at 11:05 a.m. on Thursday, December 27, 1979, the Board of Directors of the Federal Deposit Insurance Corporation met in open session, by telephone conference call, to consider an extension of amendments to the General Travel Regulations regarding relocation allowances to cover all Corporation employees.

In calling the meeting, the Board of Directors determined on motion of Chairman Irvine H. Sprague, seconded by Director John G. Heimann (Comptroller of the Currency), concurred in by Director William M. Isaac (Appointive), that Corporation business required its consideration of the matter on less than seven days' notice to the public and that no earlier notice of the meeting was practicable.

Dated: December 27, 1979.

Federal Deposit Insurance Corporation.

Alan J. Kaplan,

Assistant Executive Secretary.

[S-2502-79 Filed 12-28-79; 11:42 a.m.]

BILLING CODE 6714-01-M

2

FEDERAL RESERVE SYSTEM: (Board of Governors).

TIME AND DATE: 11 a.m., Friday, January 4, 1980.

PLACE: 20th Street and Constitution Avenue NW., Washington, D.C. 20551.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

1. Proposed purchases under competitive bidding, of computers and other equipment within the Federal Reserve System.

2. Proposed negotiation of capital expenditures by the Federal Reserve Bank of New York.

3. Personnel actions (appointments, promotions assignments, reassignments, and salary actions) involving individual Federal Reserve System employees.

4. Any agenda items carried forward from a previously announced meeting.

CONTACT PERSON FOR MORE INFORMATION: Mr. Joseph R. Coyne, Assistant to the Board; (202) 452–3204.

Dated: December 27, 1979.

Griffith L. Garwood,

Deputy Secretary of the Board.

[S-2501-79 Filed 12-27-79; 4:32 pm]

BILLING CODE 6714-01-M

Reader Aids

Federal Register
Vol. 45, No. 1
Wednesday, January 2, 1980

INFORMATION AND ASSISTANCE

Questions and requests for specific information may be directed to the following numbers. General inquiries may be made by dialing 202-523-5240.

Federal Register, Daily Issue:

202-783-3238	Subscription orders (GPO)
202-275-3054	Subscription problems (GPO)
	"Dial-a-Reg" (recorded summary of highlighted documents appearing in next day's issue):
202-523-5022	Washington, D.C.
312-663-0884	Chicago, Ill.
213-688-6694	Los Angeles, Calif.
202-523-3187	Scheduling of documents for publication
523-5240	Photo copies of documents appearing in the Federal Register
523-5237	Corrections
523-5215	Public Inspection Desk
523-5227	Index and Finding Aids
523-5235	Public Briefings: "How To Use the Federal Register."

Code of Federal Regulations (CFR):

523-3419	
523-3517	
523-5227	Index and Finding Aids

Presidential Documents:

523-5233	Executive Orders and Proclamations
523-5235	Public Papers of the Presidents, and Weekly Compilation of Presidential Documents

Public Laws:

523-5266	Public Law Numbers and Dates, Slip Laws, U.S.
-5282	Statutes at Large, and Index
275-3030	Slip Law Orders (GPO)

Other Publications and Services:

523-5239	TTY for the Deaf
523-5230	U.S. Government Manual
523-3408	Automation
523-4534	Special Projects
523-3517	Privacy Act Compilation

FEDERAL REGISTER PAGES AND DATES, JANUARY

1-760.....2

CFR PARTS AFFECTED DURING JANUARY

At the end of each month, the Office of the Federal Register publishes separately a list of CFR Sections Affected (LSA), which lists parts and sections affected by documents published since the revision date of each title.

AGENCY PUBLICATION ON ASSIGNED DAYS OF THE WEEK

The following agencies have agreed to publish all documents on two assigned days of the week (Monday/Thursday or Tuesday/Friday). This is a voluntary program. (See OFR NOTICE FR 32914, August 6, 1976.)

Monday	Tuesday	Wednesday	Thursday	Friday
DOT/SECRETARY*	USDA/ASCS		DOT/SECRETARY*	USDA/ASCS
DOT/COAST GUARD	USDA/APHIS		DOT/COAST GUARD	USDA/APHIS
DOT/FAA	USDA/FNS		DOT/FAA	USDA/FNS
DOT/FHWA	USDA/FSQS		DOT/FHWA	USDA/FSQS
DOT/FRA	USDA/REA		DOT/FRA	USDA/REA
DOT/NHTSA	MSPB/OPM		DOT/NHTSA	MSPB/OPM
DOT/RSPA	LABOR		DOT/RSPA	LABOR
DOT/SLSDC	HEW/FDA		DOT/SLSDC	HEW/FDA
DOT/UMTA			DOT/UMTA	
CSA			CSA	

Documents normally scheduled for publication on a day that will be a Federal holiday will be published the next work day following the holiday.

Comments on this program are still invited. Comments should be submitted to the Day-of-the-Week Program Coordinator, Office of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408

TABLE OF EFFECTIVE DATES AND TIME PERIODS—JANUARY 1980

This table is for use in computing dates certain in connection with documents which are published in the Federal Register subject to advance notice requirements or which impose time limits on public response.

Federal Agencies using this table in calculating time requirements for submissions must allow sufficient extra time for Federal Register scheduling procedures.

In computing dates certain, the day after publication counts as one. All succeeding days are counted except that when a date certain falls on a weekend or holiday, it is moved forward to the next Federal business day. (See 1 CFR 18.17)

A new table will be published in the first issue of each month.

Dates of FR publication	15 days after publication	30 days after publication	45 days after publication	60 days after publication	90 days after publication
January 2	January 17	February 1	February 19	March 3	April 1
January 3	January 18	February 4	February 19	March 3	April 2
January 4	January 21	February 4	February 19	March 4	April 3
January 7	January 22	February 6	February 21	March 7	April 7
January 8	January 23	February 7	February 22	March 10	April 7
January 9	January 24	February 8	February 25	March 10	April 8
January 10	January 25	February 11	February 25	March 10	April 9
January 11	January 28	February 11	February 25	March 11	April 10
January 14	January 29	February 13	February 28	March 14	April 14
January 15	January 30	February 14	February 29	March 17	April 14
January 16	January 31	February 15	March 3	March 17	April 15
January 17	February 1	February 19	March 3	March 17	April 16
January 18	February 4	February 19	March 3	March 18	April 17
January 21	February 5	February 20	March 6	March 21	April 21
January 22	February 6	February 21	March 7	March 24	April 21
January 23	February 7	February 22	March 10	March 24	April 22
January 24	February 8	February 25	March 10	March 24	April 23
January 25	February 11	February 25	March 10	March 25	April 24
January 28	February 12	February 27	March 13	March 28	April 28
January 29	February 13	February 28	March 14	March 31	April 28
January 30	February 14	February 29	March 17	March 31	April 29
January 31	February 15	March 3	March 17	March 31	April 30

CFR CHECKLIST; 1979 ISSUANCES

This checklist, prepared by the Office of the Federal Register, is published in the first issue of each month. It is arranged in the order of CFR titles, and shows the revision date and price of the volumes of the Code of Federal Regulations issued to date for 1979. New units issued during the month are announced on the back cover of the daily **Federal Register** as they become available.

For a checklist of current CFR volumes comprising a complete CFR set, see the latest issue of the LSA (List of CFR Sections Affected), which is revised monthly.

The annual rate for subscription service to all revised volumes is $450 domestic, $115 additional for foreign mailing.

Order from Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

CFR Unit (Rev. as of Jan. 1, 1979):

Title	Price
1	$3.00
2 [Reserved]	
3	6.00
4	5.50
5 (Rev. 7/1/79)	7.50
6 (Rev. 7/1/79)	3.00
7 Parts:	
0-52	6.75
53-209	5.00
210-699	11.00
700-899	6.00
900-944	5.25
945-980	3.75
981-999	3.75
1000-1059	6.00
1060-1119	6.50
1120-1199	4.50
1200-1499	6.25
1500-2799	10.00
2852	6.00
2853-end	4.50
8	4.00
9	8.00
10 Parts:	
0-199	6.50
12 Parts:	
1-199	6.00
200-299	8.00
300-end	8.50
13	5.00
14 Parts:	
1-59	7.50
60-199	7.25
200-1199	7.00
1200-end	3.50
15	7.50
16 Parts:	
0-149	5.00
150-999	4.25
1000-end	5.00

CFR Unit (Rev. as of Apr. 1, 1979):

17	12.00
18 Parts:	
0-149	6.50
150-end	7.00
19	7.50
20 Parts:	
1-399	5.50
400-499	7.00
500-end	6.50
21 Parts:	
1-99	5.50
100-199	7.50
200-299	4.00
300-499	7.00
500-599	7.00
600-1299	6.00
1300-end	4.25
1300-end—1308 Table	4.25
22	7.00
23	6.50
24 Parts:	
0-499	8.00
500-1699	7.50
1700-end	6.00
25	7.00
26 Parts:	
1 (§§ 1.0-1.169)	8.00
1 (§§ 1.170-1.300)	6.50
1 (§§ 1.301-1.400)	5.50
1 (§§ 1.401-1.500)	6.00
1 (§§ 1.501-1.640)	6.00
1 (§§ 1.641-1.850)	6.50
1 (§§ 1.851-1.1200)	7.50
1 (§§ 1.1201-end)	8.50
2-29	6.00
30-39	6.00
40-299	7.00
300-499	6.00
600-end	4.25
27	11.00

CFR Unit (Rev. as of July 1, 1979):

28	6.50
29 Parts:	
0-499	8.00
500-1899	9.00
1900-1919	11.00
1920-end	7.50
32 Parts:	
40-399	8.50
400-699	8.50
700-799	7.50
800-999	7.50
1000-end	6.00
32A	5.50
33 Parts:	
1-199	8.50
200-end	7.00
36	7.00
37	5.50
38	9.00
39	6.00
40 Parts:	
0-49	6.50
60-80	6.50
100-399	8.00
400-end	12.00
41 Chapters:	
1-2	9.00
3-6	7.50
7	4.00
8	4.00
9	7.00
10-17	6.50
19-100	6.00
CFR Index	8.50

CFR Unit (Rev. as of Oct. 1, 1979):

43 Parts:	
1-999	5.50
45 Parts:	
100-149	7.00
200-499	5.00
46 Parts:	
1-29	4.25
30-40	4.50
70-89	4.75
110-139	4.25
156-165	5.50
166-199	5.25
48 [Reserved]	
49 Parts:	
1-99	4.75
1300-end	6.00

AGENCY ABBREVIATIONS
Used in Highlights and Reminders

(This List Will Be Published Monthly in First Issue of Month.)

USDA Agriculture Department

AMS Agricultural Marketing Service
APHIS Animal and Plant Health Inspection Service
ASCS Agricultural Stabilization and Conservation Service
CCC Commodity Credit Corporation
CEA Commodity Exchange Authority
EMS Export Marketing Service
EOA Energy Office, Agriculture Department
EQOA Environmental Quality Office, Agriculture Department
ESCS Economics, Statistics, and Cooperatives Service
FmHA Farmers Home Administration
FAS Foreign Agricultural Service
FCIC Federal Crop Insurance Corporation
FNS Food and Nutrition Service
FS Forest Service
FSQS Food Safety and Quality Service
RDS Rural Development Service
REA Rural Electrification Administration
RTB Rural Telephone Bank
SCS Soil Conservation Service
SEA Science and Education Administration
TOA Transportation Office, Agriculture Department

COMMERCE Commerce Department

BEA Bureau of Economic Analysis
Census Census Bureau
EDA Economic Development Administration
FTZB Foreign-Trade Zones Board
ITA Industry and Trade Administration
MA Maritime Administration
MBDA Minority Business Development Agency
NBS National Bureau of Standards
NOAA National Oceanic and Atmospheric Administration
NSA National Shipping Authority
NTIA National Telecommunications and Information Administration
NTIS National Technical Information Service
PTO Patent and Trademark Office
USTS United States Travel Service

DOD Defense Department

AF Air Force Department
Army Army Department
DCAA Defense Contract Audit Agency
DCPA Defense Civil Preparedness Agency
DIA Defense Intelligence Agency
DIS Defense Investigative Service
DLA Defense Logistics Agency
DMA Defense Mapping Agency
DNA Defense Nuclear Agency
EC Engineers Corps
Navy Navy Department

DOE Energy Department

APA Alaska Power Administration
BPA Bonneville Power Administration
EIA Energy Information Administration
ERA Economic Regulatory Administration
ERO Energy Research Office
ETO Energy Technology Office
FERC Federal Energy Regulatory Commission
OHADOE Hearings and Appeals Office, Energy Department
SEPA Southeastern Power Administration
SOLAR Conservation and Solar Energy Office
SWPA Southwestern Power Administration
WAPA Western Area Power Administration

HEW Health, Education, and Welfare Department

ADAMHA Alcohol, Drug Abuse, and Mental Health Administration
CDC Center for Disease Control
ESNC Educational Statistics National Center
FDA Food and Drug Administration
HCFA Health Care Financing Administration
HDSO Human Development Services Office
HRA Health Resources Administration
HSA Health Services Administration
MSI Museum Services Institute
NIH National Institutes of Health
NIOSH National Institute of Occupational Safety and Health
OE Office of Education
PHS Public Health Service
RSA Rehabilitation Services Administration
SSA Social Security Administration

HUD Housing and Urban Development Department

CARF Consumer Affairs and Regulatory Functions, Office of Assistant Secretary
CPD Community Planning and Development, Office of Assistant Secretary
EQO/HUD Environmental Quality Office, Housing and Urban Development Department
FDAA Federal Disaster Assistance Administration
FHC Federal Housing Commissioner, Office of Assistant Secretary for Housing
FHEO Fair Housing and Equal Opportunity, Office of Assistant Secretary
GNMA Government National Mortgage Association
ILSRO Interstate Land Sales Registration Office
NCA New Communities Administration
NCDC New Community Development Corporation
NVACP Neighborhoods Voluntary Associations and Consumer Protection, Office of Assistant Secretary

INTERIOR Interior Department

BIA Bureau of Indian Affairs
BLM Bureau of Land Management
FWS Fish and Wildlife Service
GS Geological Survey
HCRS Heritage Conservation and Recreation Service
Mines Mines Bureau
NPS National Park Service
OHA Office of Hearings and Appeals, Interior Department
SMO Surface Mining Office
WPRS Water and Power Resource Service

JUSTICE Justice Department

DEA Drug Enforcement Administration
INS Immigration and Naturalization Service
LEAA Law Enforcement Assistance Administration
NIC National Institute of Corrections

LABOR Labor Department

BLS Bureau of Labor Statistics
BRB Benefits Review Board
ESA Employment Standards Administration
ETA Employment and Training Administration
FCCPO Federal Contract Compliance Programs Office
LMSEO Labor Management Standards Enforcement Office
MSHA Mine Safety and Health Administration
OSHA Occupational Safety and Health Administration
P&WBP Pension and Welfare Benefit Programs
W&H Wage and Hour Division

STATE State Department

FSGB Foreign Service Grievance Board

DOT Transportation Department

CG Coast Guard
FAA Federal Aviation Administration
FHWA Federal Highway Administration
FRA Federal Railroad Administration
MTB Materials Transportation Bureau
NHTSA National Highway Traffic Safety Administration
OHMR Office of Hazardous Materials Regulations
OPSR Office of Pipeline Safety Regulations
RSPA Research and Special Programs Administration
SLSDC Saint Lawrence Seaway Development Corporation
UMTA Urban Mass Transportation Administration

TREASURY Treasury Department

ATF Alcohol, Tobacco and Firearms Bureau
Customs Customs Service
Comptroller Comptroller of the Currency
ESO Economic Stabilization Office (temporary)
FS Fiscal Service
IRS Internal Revenue Service
Mint Mint Bureau
PDB Public Debt Bureau
RSO Revenue Sharing Office
SS Secret Service

Independent Agencies

AC Aging, Federal Council
ATBCB Architectural and Transportation Barriers Compliance Board
CAB Civil Aeronautics Board
CASB Cost Accounting Standards Board
CEQ Council on Environmental Quality
CFTC Commodity Futures Trading Commission
CITA Textile Agreements Implementation Committee
CPSC Consumer Product Safety Commission
CRC Civil Rights Commission
CSA Community Services Administration
CWPS Wage and Price Stability Council
EEOC Equal Employment Opportunity Commission
EPA Environmental Protection Agency
ESC Endangered Species Committee
ESSA Endangered Species Scientific Authority
EXIMBANK Export-Import Bank of the U.S.
FCA Farm Credit Administration
FCC Federal Communications Commission
FCSC Foreign Claims Settlement Commission
FDIC Federal Deposit Insurance Corporation
FEC Federal Election Commission
FEMA Federal Emergency Management Agency
FEMA/USFA United States Fire Administration
FHLBB Federal Home Loan Bank Board
FHLMC Federal Home Loan Mortgage Corporation
FLRA Federal Labor Relations Authority
FMC Federal Maritime Commission
FRS Federal Reserve System
FTC Federal Trade Commission
GPO Government Printing Office
GSA General Services Administration
GSA/ADTS Automated Data and Telecommunications Service
GSA/FPA Federal Preparedness Agency
GSA/FPRS Federal Property Resources Service
GSA/FSS Federal Supply Service
GSA/NARS National Archives and Records Services
GSA/OFR Office of the Federal Register
GSA/PBS Public Buildings Service
ICA International Communication Agency
ICC Interstate Commerce Commission
ICP Interim Compliance Panel (Coal Mine Health and Safety)
IDCA International Development Cooperation Agency
ITC International Trade Commission
IRLG Interagency Regulatory Liaison Group
LSC Legal Services Corporation
MB Metric Board
MBDA Minority Business Development Agency
MSPB Merit System Protection Board
MWSC Minimum Wage Study Commission
NACEO National Advisory Council on Economic Opportunity
NASA National Aeronautics and Space Administration
NCUA National Credit Union Administration
NFAH National Foundation for the Arts and the Humanities
NLRB National Labor Relations Board
NRC Nuclear Regulatory Commission
NSF National Science Foundation
NTSB National Transportation Safety Board
OMB Office of Management and Budget
OMB/FPPO Federal Procurement Policy Office
OPIC Overseas Private Investment Corporation
OPM Office of Personnel Management
OPM/FPRAC Federal Prevailing Rate Advisory Committee
OSTP Office of Science and Technology Policy
PADC Pennsylvania Avenue Development Corporation
PBGC Pension Benefit Guaranty Corporation
PRC Postal Rate Commission
PS Postal Service
ROAP Reorganization Office of Assistant to President
RRB Railroad Retirement Board
SBA Small Business Administration
SEC Securities and Exchange Commission
TVA Tennessee Valley Authority
USIA United States Information Agency
VA Veterans Administration
WRC Water Resources Council

REMINDERS

The items in this list were editorially compiled as an aid to Federal Register users. Inclusion or exclusion from this list has no legal significance. Since this list is intended as a reminder, it does not include effective dates that occur within 14 days of publication.

Rules Going Into Effect Today

HOUSING AND URBAN DEVELOPMENT DEPARTMENT

Federal Housing Commission, Office of Assistant Secretary—

71824 12–12–79 / Minimum number of units required for projects insured under section 207 of the National Housing Act

Next Week's Deadlines for Comments on Proposed Rules

AGRICULTURE DEPARTMENT

Agricultural Marketing Service—

75649 12–21–79 / Milk in the Oregon-Washington marketing area; proposed termination of certain provisions of the order; comments by 1–7–80

Agricultural Stabilization and Conservation Service—

71424 12–11–79 / Proclamations of marketing quotas for the 1980–81, 1981–82 and 1982–83 marketing years—Maryland (Type 32) and cigar-filler (Type 41) tobaccos; comments by 1–10–80

Commodity Credit Corporation—

71838 12–12–79 / 1980 peanut program; proposed determinations regarding loan and purchase program; comments by 1–11–80

Food and Nutrition Service—

65318 11–9–79 / Food Stamp Program; comments by 1–8–80

CENTRAL INTELLIGENCE AGENCY

65780 11–15–79 / Public access to documents and records and declassification requests; comments by 1–7–80

CIVIL AERONAUTICS BOARD

64429 11–7–79 / Exemptions for carriers to provide free or reduced-rate transportation in connection with barter transactions and promotional programs; comments by 1–7–80

COMMERCE DEPARTMENT

National Telecommunications and Information Administration—

70743 12–10–79 / Reimbursement of public participation expenses; comments by 1–9–80

ENVIRONMENTAL PROTECTION AGENCY

70486 12–7–79 / Approval and promulgation of implementation plans for Rhode Island; attainment status designations; comments by 1–7–80

71436 12–11–79 / Delayed compliance order for Pervel Industries, Inc., Plainfield, Conn., comments by 1–10–80

70777 12–10–79 / Established of tolerance for pesticide chemical chlorpyrifos; comments by 1–9–80

71847 12–12–79 / Ohio; approval and promulgation of implementation plans; comments by 1–11–80

70776 12–10–79 / Proposed approval of State of Tennessee's PSD plan; comments by 1–9–80

ENERGY DEPARTMENT

Federal Energy Regulatory Commission—

6783 11–21–79 / Definition of term "produced" as it relates to stripper wells; interim inter practice regulation; comments by 1–8–80

73121 12–17–79 / Policy on distributor access to Outer Continental Shelf gas; comment period extended to 1–7–80

[Originally published at 44 FR 67166, December 17, 1979]

FEDERAL COMMUNICATIONS COMMISSION

61216 10–24–79 / American Telephone & Telegraph Co. private line rate structure and volume discount practices; comments by 1–7–80

64442 11–7–79 / Designating frequencies in the 806–821 and 851–866 MHz bands for slow growth land mobile radio systems of utilities and public safety agencies; reply comments by 1–10–80

62917 11–1–79 / FM channel assignment to DeSota and Potosi, Md.; comments by 1–7–80

62306 10–30–79 / FM broadcast stations; channel assigned to Ticonderoga, N.Y.; reply comments by 1–7–79

70201 12–6–79 / Use of subcarrier frequencies in the aural baseband of television transmitters; comments by 1–7–80

FEDERAL TRADE COMMISSION

70456 12–7–79 / Proprietary Vocationary and Home Study Schools; reopening of record on exemption request of cosmetology schools; stay of rule's application; comments by 1–7–80

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

Education Office—

70652 12–7–79 / National Direct Student Loan, College Work-Study, and Educational Opportunity Grant programs; comments by 1–7–80

Office of the Secretary—

67185 11–23–79 / Confidentiality of information; comments by 1–6–80

Social Security Administration—

64402 11–7–79 / Supplemental security income for the aged, blind, and disabled; eligibility; comments by 1–7–80

HOUSING AND URBAN DEVELOPMENT

Community Planning and Development, Office of Assistant Secretary—

75136 12–19–79 / Community Development Block Grants for Indian Tribes and Alaska Natives; allocation of funds; comments by 1–8–80

Office of Assistant Secretary for Housing—Federal Housing Commission—

65081 11–9–79 / Partial payment of claim; comments by 1–8–80

INTERIOR DEPARTMENT

Fish and Wildlife Service—

70210 12–6–79 / Pocasse National Wildlife Refuge, S. Dak.; hunting and fishing; comments by 1–7–80

Heritage Conservation and Recreation Service—

64407 11–7–79 / National Register of Historic Places; redesignation and interim rule amendment of rule; comments by 1–7–80

Land Management Bureau—

58106 10–9–79 / Federal Land Policy and Management Act; management of rights-of-way and related facilities on public lands and reimbursement of costs; comments by 1–7–80

INTERSTATE COMMERCE COMMISSION

64845 11–8–79 / Entry flexibility—regular route passenger service; filing of petition for institution of rulemaking; comments by 1–7–80

71438 12–11–79 / Interpretation, certificates and permits; intermediate point restrictions; comments by 1–10–80 (corrected at 44 FR 75188 12–19–79)

LABOR DEPARTMENT

Employment and Training Administration—

64290 11–6–79 / Job Corps Program under Title IVB of the Comprehensive Employment and Training Act; comments by 1–7–80

Pension and Welfare Benefits Program—
74858 12-8-79 / Fiduciary responsibility, definition of plan assets and establishment of trust; comments by 1-7-80

PERSONNEL MANAGEMENT OFFICE
65077 11-9-79 / Pay under the General Schedule; comments by 1-8-80

SECURITIES AND EXCHANGE COMMISSION
66612 11-20-79 / Definition of beneficial ownership in certain issuers; comments by 1-8-80
66608 11-20-79 / Prima facie investment companies; exemptions; comments by 1-8-80
67152 11-23-79 / Transient investment companies; comments by 1-11-80

TRANSPORTATION DEPARTMENT
Federal Highway Administration—
67193 11-23-79 / Assignment of motor carrier safety ratings; comments by 1-6-80
Federal Railroad Administration—
64844 11-8-79 / Track safety standards; miscellaneous proposed revisions; comments by 1-11-80
[First published at 44 FR 52104, 9-6-79]
National Highway Traffic Safety Administration—
51623 9-4-79 / Meeting on Federal Motor Vehicle Safety Standards Child Safety and Motor Vehicles to broaden knowledge of hazards; comments by 1-10-80
58767 10-11-79 / Establishment of polyethylene packaging standards; comments by 1-12-80
65020 11-8-79 / Improved descriptions of hazardous materials for emergency response; comments by 1-9-80
60112 10-18-79 / Termination of obsolete packaging specifications; comments by 1-8-80

Next Weeks Meetings:

AGING, FEDERAL COUNCIL ON
75521 12-20-79 / Long Term Care Committee, Washington, D.C., 1-8-80

AGRICULTURE DEPARTMENT
Animal and Plant Health Inspection Service—
75688 12-21-79 / USDA-FDA-Swine Industry Task Force Report on Sulfonamide Residue Program, Washington, D.C., 1-9 and 1-10-80
Forest Service—
70211 12-6-79 / Payette National Forest Grazing Advisory Board, Council, Idaho (open), 1-8-80

ARTS AND HUMANITIES, NATIONAL FOUNDATION
72245 12-13-79 / Humanities Panel, Washington, D.C. (closed), 1-7, 1-8-80
70605 12-7-79 / Humanities Panel, Washington, D.C. (closed), 1-7, 1-9 through 1-11-79
70937 12-10-79 / Humanities Panel, Washington, D.C. (closed), 1-8 through 1-10-80 (2 documents)
73170 12-17-79 / Humanities Panel, Washington, D.C. (closed), 1-10 and 1-11-80
72683 12-14-79 / Media Arts Panel (Production: Radio), Washington, D.C. (closed), 1-7 and 1-8-80
72683 12-14-79 / Music Panel (Choral Section), Washington, D.C. (partially open), 1-8 through 1-11-80
73170 12-17-79 / Office of Partnership Panel, Washington, D.C. (partially open), 1-9 through 1-11-80

CIVIL RIGHTS COMMISSION
76569 12-27-79 / Maine Advisory Committee, Augusta, Maine, (open) 1-10-80
69316 12-3-79 / Massachusetts Advisory Committee, Boston, Mass. (open), 1-7-80
69316 12-3-79 / New York Advisory Committee, Yonkers, N.Y. (open), 1-10 and 1-11-79
71854 12-12-79 / Rhode Island Advisory Committee, Providence, R.I. (open), 1-9-80

COMMERCE DEPARTMENT
Industry and Trade Administration—
71855 12-12-79 / Computer Systems Technical Advisory Committee, Washington, D.C. (partially closed), 1-9-80
[Originally published at 44 FR 68503, 11-29-79]
75199 12-19-79 / East-West Trade Advisory Committee, Washington, D.C. (partially open), 1-9-80
71855 12-12-79 / Hardware Subcommittee of the Computer Systems Technical Advisory Committee, Washington, D.C. (closed), 1-8-80
[Originally published at 44 FR 68003, 11-28-79]
71855 12-12-79 / Licensing Procedure Subcommittee of the Computer Systems Technical Advisory Committee, Washington, D.C. (open), 1-8-80
[Originally published at 44 FR 67489, 11-26-79]
National Oceanic and Atmospheric Administration—
72210 12-13-79 / Gulf of Mexico Fishery Management Council, Brownsville, Tex. (open), 1-8 through 1-10-80
75692 12-21-79 / Mid-Atlantic Fishery Management Council, Philadelphia, Pa. (open), 1-9 through 1-11-80
74866 12-18-79 / New England Fishery Management Council's Scientific and Statistical Committee, Boston, Mass. (open), 1-9-80
75693 12-21-79 / Pacific Fishery Management Council's Salmon Advisory Subpanel, San Diego, Calif. (open), 1-7 and 1-8-80
Office of the Secretary—
75439 12-20-79 / Commerce Technical Advisory Board, La Jolla, Calif. (open), 1-10 and 1-11-80

DEFENSE DEPARTMENT
Army Department—
71447 12-11-79 / Command and General Staff College Advisory Committee, Ft. Leavenworth, Kans. (open), 1-9 through 1-11-80
Defense Communications Agency—
68008 11-28-79 / Scientific Advisory Group, Arlington, Va. (closed), 1-10 and 1-11-80
Office of the Secretary—
76576 12-27-79 / Defense Advisory Committee on Women in the Services, Washington, D.C. (open), 1-24 and 1-25-80
75696 12-21-79 / DOD Advisory Group on Electron Devices Advisory Committee, San Diego, Calif. (closed), 1-10 and 1-11-80
67494 11-26-79 / DOD Wage Committee, Washington, D.C. (closed), 1-8-80
71859 12-12-79 / Defense Science Board Task Force on B-52 Structural Response, Alexandria, Va. (closed), 1-9 and 1-10-80
71859 12-12-79 / Defense Science Board Task Force on ECM, Washington, D.C. (closed), 1-8 and 1-9-80
75202 12-19-79 / Defense Science Board Task Force in Cruise Missiles, Marina del Ray, Calif. (closed), 1-10 and 1-11-80

EDUCATIONAL RESEARCH, NATIONAL COUNCIL
24244 4-26-79 / Meeting, Washington, D.C., 1-10 and 1-11-80

ENERGY DEPARTMENT

75519 12-20-79 / Advisory Committee on Atmospheric Carbon Dioxide, Oak Ridge, Tenn. (open), 1-10-80

75519 12-20-79 / Fossil Energy Advisory Committee, Houston, Tex. (open), 1-10-80

75696 12-21-79 / National Petroleum Council, Task Group of the Committee on Unconventional Gas Sources, Las Vegas, Nev. (open), 1-9 and 1-10-80

ENVIRONMENTAL PROTECTION AGENCY

75716 12-21-79 / Science Advisory Board Executive Committee, Washington, D.C. (open), 1-9 and 1-10-80

FINE ARTS COMMISSION

64863 11-8-79 / Meeting, Washington, D.C. (open), 1-8-80

75201 12-19-80 / Meeting, Washington, D.C. (open), 1-8-80

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

Center for Disease Control—

70230 12-6-79 / Investigations of effects of styrene monomer, Cincinnati, Ohio (open), 1-8-80

Education Office—

75523 12-20-79 / National Advisory Council on the Education of Disadvantaged Children, Washington, D.C. (open), 1-10-80

Food and Drug Administration—

61659 10-26-79 / Consumer Participation meeting, Detroit, Mich. (open), 1-8-80

72650 12-14-79 / Fertility and Maternal Health Drugs Advisory Committee, Rockville, Md. (open), 1-11-80

72649 12-14-79 / Miscellaneous Internal Drug Products Panel, Bethesda, Md. (open), 1-5 and 1-6-80

72649 12-14-79 / Ophthalmic Device Section of the Ophthalmic; Ear, Nose, and Throat; and Dental Devices Panel, Washington, D.C. (open), 1-7-80

Health Resources Administration—

75522 12-20-79 / Implementation and Administration Subcommittee of the National Council on Health Planning and Development, Washington, D.C. (open), 1-10-80

75522 12-20-79 / National Council on Health Planning and Development, Washington, D.C. (open), 1-11-80

75521 12-20-79 / National Guidelines, Goals, Priorities and Standards Subcommittee of National Council on Health Planning and Development, Washington, D.C. (open), 1-10-80

75522 12-20-79 / Technology and Productivity Subcommittee of National Council on Health Planning and Development, Washington, D.C. (open), 1-10-80

National Institute for Occupational Safety and Health—

75238 12-19-79 / Carcinogenicity of dimethylformamide, Cincinnati, Ohio (open), 1-8-80

75238 12-19-79 / Control Technology Assessment Study of the Pulp and Paper Industry, Ft. Mitchell, Ky. (open), 1-10-80

75238 12-19-79 / Laboratory Investigation of the toxicity of dimethylformamide, Cincinnati, Ohio (open), 1-8-80

National Institutes of Health—

72233 12-13-79 / Biotechnology Resources Review Committee, Bethesda, Md. (partially open), 1-10 and 1-11-80

73161 12-17-79 / Clinical Application and Prevention Advisory Committee, Bethesda, Md. (partially open), 1-10 and 1-11-80

66071 11-16-79 / Neurological and Communicative Disorders and Stroke Science Information Program Advisory Committee, Bethesda, Md. (open), 1-7-80

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

Office of the Secretary—

60415 10-19-79 / White House Conference on Families, Seattle, Wash., 1-11 and 1-12-80

Public Health Service—

68035 11-28-79 / Regional technical assistance workshops for prospective applicants to the Adolescent Pregnancy Prevention and Services Projects Grant Program, Denver, Colo. (open), 1-10 and 1-11-80

HISTORIC PRESERVATION, ADVISORY COUNCIL

75196 12-19-79 / Public information meeting, Lexington, Ky. (open), 1-10-80

INTERIOR DEPARTMENT

Land Management Bureau—

68525 11-29-79 / Idaho Falls District Grazing Advisory Board, Idaho Falls, Idaho (open), 1-10-80

69378 12-3-79 / Rock Springs District Grazing Advisory Board, Rock Springs, Wyo. (open), 1-7-80

National Park Service—

75735 12-21-79 / Fort Frederica National Monument, land acquisition plan, St. Simons Island, Ga. (open), 1-7-80

NUCLEAR REGULATORY COMMISSION

75757 12-21-79 / Babcock & Wilcox Water Reactors Subcommittee, Reactor Safeguards Advisory Committee, Washington, D.C. (closed), 1-8-80

75756 12-21-79 / Procedures and Administration Subcommittee, Reactor Safeguards Advisory Committee, Washington, D.C. (open), 1-9-80

75756 12-21-79 / Reactor Safety Research Subcommittee, Reactor Safeguards Advisory Committee, Washington, D.C. (closed), 1-9-80

75757 12-21-79 / Three Mile Island, Unit 2 Accident Action Plan Ad Hoc Subcommittee, Reactor Safeguards Advisory Committee, Washington, D.C. (closed), 1-7-80

STATE DEPARTMENT

72254 12-13-79 / Oceans and International Environmental and Scientific Affairs Advisory Committee, Washington, D.C. (partially closed), 1-8 and 1-9-80

75258 12-19-79 / Study Group 1 of the U.S. Organization for International Radio Consultative Committee, Washington, D.C. (open), 1-10-80

TEXTILE AGREEMENTS IMPLEMENTATION COMMITTEE

71447 12-11-79 / Importers' Textile Advisory Committee, Washington, D.C. (open), 1-10-80

TRANSPORTATION DEPARTMENT

Federal Aviation Administration—

73181 12-17-79 / RTCA Special Committee 136 on Installation of Emergency Locator Transmitters in Aircraft, Washington, D.C. (open), 1-8 and 1-9-80

TREASURY DEPARTMENT

Customs Service—

75685 12-21-79 / Public gaugers of imported petroleum and petroleum products, conference, Washington, D.C., 1-8-80

VETERANS' ADMINISTRATION

72696 12-14-79 / Wage Committee, Washington, D.C. (closed), 1-10-80

WHITE HOUSE FELLOWSHIPS, PRESIDENT'S COMMISSION

69064 11-30-79 / Meeting, Washington, D.C. (open), 1-11-80

Next Week's Public Hearings

AGRICULTURE DEPARTMENT

Agricultural Marketing Service—

68853 11-30-79 / Milk in the Southwestern Idaho-Eastern Oregon marketing area; reopening of hearing on proposed marketing agreement and order, Boise, Idaho, 1-8-80

COMMERCE DEPARTMENT

National Oceanic and Atmospheric Administration—

68501 11-29-79 / Anchovy fishery, northern; hearing, San Diego, Calif., 1-8-80

75201 12-19-79 / Channel Islands Marine Sanctuary, draft environmental impact statement:

Ventura, Calif., 1-10-80

Santa Barbara, Calif., 1-11-80

CONSUMER PRODUCT SAFETY COMMISSION

69578 12-3-79 / Urea-formaldehyde foam insulation, Atlanta, Ga., 1-10-80

ENERGY DEPARTMENT

Economic Regulatory Administration—

69962 12-5-79 / Motor gasoline allocation; adjustments and downward certification, San Francisco, Calif., 1-9-80

69602 12-3-79 / Resellers' and reseller-retailers' price rules for gasoline, San Francisco, 1-8-80

Federal Energy Regulatory Commission—

73121 12-17-79 / Policy on distributor access to Outer Continental Shelf, Washington, D.C., 1-7-80

66613 11-20-79 / Pricing of pipeline and affiliate production under the Natural Gas Act, hearing, Washington, D.C., 1-7-80

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

Education Office—

69993 12-5-79 / Indian definition study: Syracuse, N.Y., 1-7-80; Tallahassee, Fla., 1-7-80; Lansing, Mich., 1-9-80; Oklahoma City, Okla., 1-9-80; Cass Lake, Minn., 1-11-80; Albuquerque, N.Mex., 1-11-80

70652 12-7-79 / National Direct Student Loan, College Work-Study, and Educational Opportunity Grant Programs, Albuquerque, N. Mex., 1-9-80

70652 12-7-79 / National Direct Student Loan, College Work-Study, and Educational Opportunity Grant Programs, Philadelphia, Pa., 1-10-80

70652 12-7-79 / National Direct Student Loan, College Work-Study, and Educational Opportunity Grant Programs, Kansas City, Mo., 1-9-80

70652 12-7-79 / National Direct Student Loan, College Work-Study, and Educational Opportunity Grant Programs, San Francisco, Calif., 1-10-80

70652 12-7-79 / National Direct Student Loan, College Work-Study, and Educational Opportunity Grant Programs, Atlanta, Ga., 1-9-80

INTERSTATE COMMERCE COMMISSION

63121 11-2-79 / Transportation of household goods in intrastate and foreign commerce; review of the regulation of carriers, Chicago, IL., 1-8 and 1-9-80

TREASURY DEPARTMENT

Internal Revenue Service—

67441 11-26-79 / Consideration of proposed regulations relating to excise tax on coal, Washington, D.C., 1-10-80

List of Public Laws

Last Listing December 28, 1979

This is a continuing listing of public bills from the current session of Congress which have become Federal laws. The text of laws is not published in the Federal Register but may be ordered in individual pamphlet form (referred to as "slip laws") from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 (telephone 202-275-3030).

S. 716 / Pub. L. 96-156 To amend the Retired Federal Employees Health Benefits Act, as amended, with respect to the Government contribution toward subscription charge. (Dec. 27, 1979; 93 Stat. 1166) Price $.75

S. 241 / Pub. L. 96-157 "Justice System Improvement Act of 1979". (Dec. 27, 1979; 93 Stat. 1167) Price $2.50

H.R. 5645 / Pub. L. 96-158 To grant to the Little Sisters of the Poor all right, title, and interest of the United States in the land comprising certain alleys in the District of Columbia. (Dec. 27, 1979; 93 Stat. 1224) Price $.75.

Documents Relating to Federal Grant Programs

This is a list of documents relating to Federal grant programs which were published in the Federal Register during the previous week.

RULES GOING INTO EFFECT

76524 12-27-79 / CSA—Emergency energy conservation program: energy crisis assistance program; effective 12-21-79

DEADLINES FOR COMMENTS ON PROPOSED RULES

APPLICATIONS DEADLINES

76589 12-27-79 / HEW/HRA—Training in emergency medical services; apply by 2-15-80

76604 12-27-79 / Justice/LEAA—Competitive research program on impact of sentencing alternatives on prison environments; proposals by 3-15-80

MEETINGS

76408 12-26-79 / HEW/NIH—Cancer Research Manpower Review Committees, Bethesda, Md. (closed), 1-31, 2-1, and 2-2-79

76408 12-26-79 / HEW/NIH—Clinical Cancer Education Committee, Bethesda, Md. (open), 2-27 and 2-28-80

76863 12-28-79 / HEW/NIH—Presidents' Cancer Panel, Bethesda, Md. (open), 1-23-80

76863 12-28-79 / HEW/NIH—Sickle Cell Disease Advisory Committee, Bethesda, Md. (open), 2-21 and 2-22-80

76863 12/28/79 / HEW/NIH—Workshop on assays for identification of high risk individual in autosomal dominant gene cancer family members, Bethesda, Md. (partially open), 1-29 and 1-30-80

76406 11-26-79 / HEW/OASH—Adolescent Pregnancy Prevention and Services Projects Grant Program, regional technical assistance workshop for prospective applicants, Washington, D.C. (open), 1-24 and 1-25-80

76888, 76889 12-28-79 / NFAH—Humanities Advisory Panel, Washington, D.C., January meetings (2 documents)

76889 12-28-79 / NFAH—Humanities Panel Advisory Committee, Washington, D.C. (closed), 1-9 and 1-10 and 1-16-80

[Originally published at 44 FR 70937, 12-10-79]

OTHER ITEMS OF INTEREST

76596 12-27-79 / HUD/CPD—Community Development Block Grant Program and Comprehensive Planning Assistance Programs; redelegation of authority

76597 12-27-79 / HUD/CPD—Community Development Block Grant Program; redelegation of authority

Just Released

CODE OF FEDERAL REGULATIONS

(Revised as of October 1, 1979)

Quantity	Volume	Price	Amount
_____	Title 43—Public Lands: Interior (Parts 1 to 999)	$5.50	$_____
_____	Title 45—Public Welfare (Parts 100 to 149)	7.00	_____
_____	Title 46—Shipping (Parts 156 to 165)	5.50	_____
_____	Title 49—Transportation (Parts 1300 to End)	6.00	_____
		Total Order	$_____

[A Cumulative checklist of CFR issuances for 1979 appears in the back of the first issue of the Federal Register each month in the Reader Aids section. In addition, a checklist of current CFR volumes, comprising a complete CFR set, appears each month in the LSA (List of CFR Sections Affected).]

PLEASE DO NOT DETACH

MAIL ORDER FORM To:
Superintendent of Documents, Government Printing Office, Washington, D.C. 20402

Enclosed find $..... .... (check or money order) or charge to my Deposit Account No. .....

Please send me ..... copies of:

PLEASE FILL IN MAILING LABEL BELOW

Name _____

Street address _____

City and State _____ ZIP Code _____

FOR USE OF SUPT. DOCS.
_____Enclosed
To be mailed
_____later
_____Subscription
Refund
Postage
Foreign Handling

FOR PROMPT SHIPMENT, PLEASE PRINT OR TYPE ADDRESS ON LABEL BELOW, INCLUDING YOUR ZIP CODE

SUPERINTENDENT OF DOCUMENTS
U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON, D.C. 20402

OFFICIAL BUSINESS

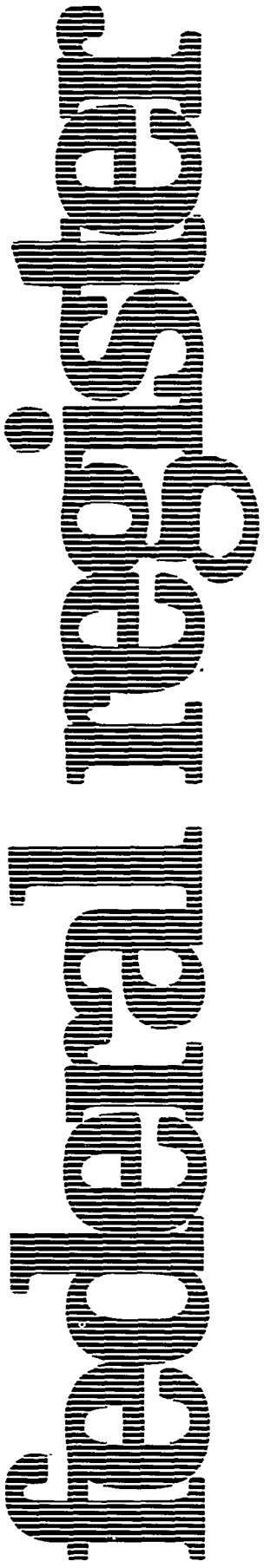
POSTAGE AND FEES PAID
U.S. GOVERNMENT PRINTING OFFICE
375
SPECIAL FOURTH-CLASS RATE
BOOK

Name _____

Street address _____

City and State _____ ZIP Code _____

1-2-80
Vol. 45—No. 1
BOOK 2:
PAGES
299-526



Book 2 of 3 Books
Wednesday, January 2, 1980

NOTE:

Due to a shortage of newsprint, today's Federal Register is printed on a higher quality paper. As supplies become available, the Federal Register will resume the use of newsprint.

Part II

Department of Transportation

Federal Aviation Administration

Airspace Designation; Compilation of Regulations

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Airspace Docket No. 79-WA-16]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points, Special Use Airspace, Jet Routes and Area High Routes; Compilation of Regulations

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Republication of final rules.

SUMMARY: This is a compilation of the current airspace designations and pending amendments to those designations issued by the FAA and published in the Federal Register. This compilation is published annually for the benefit of the public since airspace designations are not carried in the Code of Federal Regulations or the Federal Aviation Regulations.

DATE: Republication of rules in effect on December 1, 1979, and pending amendments published before December 1, 1979.

EFFECTIVE DATE: JANUARY 2, 1980.

FOR FURTHER INFORMATION CONTACT: Dorothy Camarda, Airspace Regulations Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-8626.

SUPPLEMENTARY INFORMATION: Airspace rulemaking actions are issued throughout the year establishing, amending, or revoking designation of airspace in the United States and over that portion of the high seas for which the United States has accepted responsibility for separating air traffic. All airspace rulemaking actions are published in the Federal Register and, generally, are effective on dates coinciding with the periodic issuance of navigational charts by the National Ocean Survey. However, because of the large number of designations and the frequency of changes, the descriptions are not carried in the Code of Federal Regulations. Therefore, this compilation of all airspace designations, in effect and pending (issued but not yet effective) as of a specific date, is published annually in the Federal Register. No substantive change to any airspace designation is made by this action. All substantive amendments to the affected parts of the Code of Federal Regulations have been adopted and published previously in accordance with administrative procedures in 5 U.S.C. Sections 552 and 553.

Since this is a compilation of previous rulemaking actions and no substantive change is made by this action, notice and public procedure regarding this amendment is unnecessary, and good cause exists for making it effective in less than 30 days.

Adoption of the Amendment

According, pursuant to the authority delegated to me by the Administrator, effective January 2, 1980, Parts 71, 73 and 75 of the Federal Aviation Regulations, are republished as follows:

(Secs. 307(a), 313(a), and 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348(a), 1354(a) and 1510; Executive Order 10854 (24 FR 9565); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69.)

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

Issued in Washington, D.C., on December 18, 1979.

William E. Broadwater,

Chief, Airspace and Air Traffic Rules Division.

BILLING CODE 4910-13-M

TITLE 14 - AERONAUTICS AND SPACE
CHAPTER I - FEDERAL AVIATION ADMINISTRATION
SUBCHAPTER E - AIRSPACE
PARTS 71, 73, 75
DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS, SPECIAL USE AIRSPACE, JET ROUTES, AREA HIGH ROUTES

TABLE OF CONTENTS

SUBPART A - GENERAL

Sec.
71.1 Applicability.
71.3 Classification of Federal Airways.
71.5 Extent of Federal Airways.
71.6 Extent of Area Low Routes.
71.7 Control Areas.
71.9 Continental Control Area.
71.11 Control Zones.
71.12 Terminal Control Areas.
71.13 Transition Areas.
71.15 Positive Control Areas.
71.17 Reporting Points.
71.19 Bearings; Radials; Miles.

SUBPART B - COLORED FEDERAL AIRWAYS.

71.101 Designation. Page 305
71.103 Green Federal Airways. Page 305
71.105 Amber Federal Airways. Page 305
71.107 Red Federal Airways. Page 306
71.109 Blue Federal Airways. Page 306

SUBPART C - VOR FEDERAL AIRWAYS.

71.121 Designation. Page 307
71.123 Domestic VOR Federal Airways. Page 307
71.125 Alaskan VOR Federal Airways. Page 342
71.127 Hawaiian VOR Federal Airways. Page 344

SUBPART D - CONTINENTAL CONTROL AREA.

71.151 Restricted areas included. Page 346

SUBPART E - CONTROL AREAS AND CONTROL AREA EXTENSIONS.

71.161 Designation of Control Areas Associated with Jet Routes Outside the Continental Control Area. Page 348
71.163 Designation of Additional Control Areas. Page 349
71.165 Designation of Control Area Extensions. Page 355

SUBPART F - CONTROL ZONES.

71.171 Designation. Page 356

SUBPART G - TRANSITION AREAS.

71.181 Designation. Page 445

SUBPART H - POSITIVE CONTROL AREAS.

71.193 Designation of Positive Control Areas. Page 645

SUBPART I - REPORTING POINTS.

71.201 Designation. Page 645
71.203 Domestic Low Altitude Reporting Points. Page 645
71.207 Domestic High Altitude Reporting Points. Page 653
71.209 Other Domestic Reporting Points. Page 656
71.211 Alaskan Low Altitude Reporting Points. Page 658
71.213 Alaskan High Altitude Reporting Points. Page 660
71.215 Hawaiian Reporting Points. Page 661

SUBPART J - AREA LOW ROUTES.

71.301 Designation. Page 662

SUBPART K - TERMINAL CONTROL AREAS

71.401 Designation. Page 662

73 SPECIAL USE AIRSPACE Page 676
73.87 Prohibited Areas. Page 730
75.100 Jet Routes. Page 732
75.400 Area High Routes. Page 746

SUBPART A - GENERAL

§ 71.1 Applicability.

(a) The airspace assignments described in Subparts B and C are designated as Federal airways.

(b) The airspace assignments described in Subparts B through I are designated as control areas, the continental control area, control zones, transition areas, positive control areas, and reporting points, as described in the appropriate subpart.

(c) The airspace assignments described in Subpart K of this part are designated as terminal control areas.

(d) The airspace assignments described in Subpart J are designated as area low routes.

§ 71.3 Classification of Federal Airways.

Federal airways are classified as follows:

(a) Colored Federal airways:

(1) Green Federal airways.

(2) Amber Federal airways.

(3) Red Federal airways.

(4) Blue Federal airways.

(b) VOR Federal airways.

§ 71.5 Extent of Federal airways.

(a) Each Federal airway is based on a centerline that extends from one navigational aid or intersection to another navigational aid (or through several navigational aids or intersections) specified for that airway.

(b) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the centerline. Where an airway changes direction, it includes that airspace enclosed by extending the boundary lines of the airway segments until they meet.

(2) Where the changeover point for an airway segment is more than 51 miles from either of the navigational aids defining that segment, and -

(i) The changeover point is midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at each navigational aid and extending until they intersect opposite the changeover point; or

(ii) The changeover point is not midway between the navigational aids, the airway includes the airspace between lines diverging at angles of 4.5° from the centerline at the navigational aid more distant from the changeover point, and extending until they intersect with the bisector of the angle of the centerlines at the changeover point; and between lines connecting these points of intersection and the navigational aid nearer to the changeover point.

(3) Where an airway terminates at a point or intersection more than 51 miles from the closest associated navigational aid it includes the additional airspace within lines diverging at angles of 4.5° from the centerline extending from the associated navigational aid to a line perpendicular to the centerline at the termination point.

(4) Where an airway terminates, it includes the airspace within a circle centered at the specified navigational aid or intersection having a diameter equal to the airway width at that point. However, an airway does not extend beyond the domestic/oceanic control area boundary.

(c) Unless otherwise specified in Subpart B or C -

(1) Each Federal airway includes that airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that Federal airways for Hawaii have no upper limits. Variations of the lower limits of an airway are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the segment of an airway between adjoining navigational aids or intersections; and

(2) The airspace of a Federal airway within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

(d) One or more alternate airways may be designated between specified navigational aids or intersections along each VOR Federal airway described in Subpart C. Unless otherwise specified, the centerline of an alternate VOR Federal airway and the centerline of the corresponding segment of the main VOR Federal airway are separated by 15°.

(e) A Federal airway does not include the airspace of a prohibited area.

§ 71.6 Extent of area low routes.

(a) Each area low route is based on a centerline that extends from one waypoint to another waypoint (or through several waypoints) specified for that area low route. An area low route does not include the airspace of a prohibited area. All mileages specified in connection with area low routes are nautical miles.

(b) Unless otherwise specified in Subpart J, the following apply:

(1) Except as provided in subparagraph (2) of this paragraph, each area low route includes, and is limited to, that airspace within parallel boundary lines 4 or more miles on each side of the route centerline as described in the middle column of the following table, plus that additional airspace outside of those parallel lines and within lines drawn outward from those parallel lines at angles of 3.25°, beginning at the distance from the tangent point specified in the right-hand column of the following table:

Miles from reference facility to tangent point	Miles from centerline to parallel lines	Miles from tangent point along parallel lines to vortices of 3.25° angles
Less than 17	4	51.
17 to, but not including 27	4	50.
27 to, but not including 33	4	49.
33 to, but not including 38	4	48.
38 to, but not including 43	4	47.
43 to, but not including 47	4	46.
47 to, but not including 51	4	45.
51 to, but not including 55	4	44.
55 to, but not including 58	4	43.
58 to, but not including 61	4	42.
61 to, but not including 63	4	41.
63 to, but not including 66	4	40.
66 to, but not including 68	4	39.
68 to, but not including 70	4	38.
70 to, but not including 72	4	37.
72 to, but not including 74	4	36.
74 to, but not including 76	4	35.
76 to, but not including 78	4	34.
78 to, but not including 79	4	33.
79 to, but not including 81	4	32.
81 to, but not including 83	4	31.
83 to, but not including 84	4	30.
84 to, but not including 86	4	29.
86 to, but not including 87	4	28.
87 to, but not including 88	4	27.
88 to, but not including 89	4	26.
89 to, but not including 91	4	25.
91 to, but not including 92	4	24.
92 to, but not including 93	4	23.
93 to, but not including 94	4	22.
94 to, but not including 95	4	21.
95 to, but not including 96	4	19.
96 to, but not including 97	4	18.
97 to, but not including 98	4	17.
98 to, but not including 99	4	15.
99 to, but not including 100	4	13.
100 to, but not including 101	4	11.
101 to, but not including 102	4	8.
102 to, but not including 105	4	0 (i.e., at tangent point).
105 to, but not including 115	4.25	0 (i.e., at tangent point).
115 to, but not including 125	4.50	0 (i.e., at tangent point).
125 to, but not including 135	4.75	0 (i.e., at tangent point).
135 to, but not including 145	5.00	0 (i.e., at tangent point).
145 to, but not including 150	5.25	0 (i.e., at tangent point).

(2) Each area low route, whose centerline is at least 2 miles, and not more than 3 miles from the reference facility, includes, in addition to the airspace specified in subparagraph (1) of this paragraph, that airspace on the reference facility side of the centerline that is within lines connecting the point that is 4.9 miles from the tangent point on a perpendicular line from the centerline through the reference facility, thence to the edges of the boundary lines described in subparagraph (1) of this paragraph, intersecting those boundary lines at angles of 5.15°.

(3) Where an area low route changes direction, it includes that airspace enclosed by extending the boundary lines of the route segments until they meet.

(4) Where the widths of adjoining route segments are unequal, the following apply:

(i) If the tangent point of the narrower segment is on the route centerline, the width of the narrower segment includes that additional airspace within lines from the lateral extremity of the wider segment where the route segments join, thence toward the tangent point of the narrower route segment, until intersecting the boundary of the narrower segment.

(ii) If the tangent point of the narrower segment is on the route centerline extended, the width of the narrower segment includes that additional airspace within lines from the lateral extremity of the wider segment where the route segments join, thence toward the tangent point until reaching the point where the narrower segment terminates or changes direction, or until intersecting the boundary of the narrower segment.

(5) Where an area low route terminates, it includes that airspace within a circle whose center is the terminating waypoint, and whose diameter is equal to the route segment width at that waypoint, except that an area low route does not extend beyond the domestic/oceanic control area boundary.

(6) Each area low route includes that airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL, except that area low routes for Hawaii have no upper limits. Variations of the lower limits of an area low route are expressed in digits representing hundreds of feet above the surface (AGL) or mean sea level (MSL) and, unless otherwise specified, apply to the route segment between adjoining waypoints used in the description of the route.

(7) The airspace of an area low route within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

§ 71.7 Control areas.

Control areas consist of the airspace designated in Subparts B, C, E, and J, but do not include the continental control area. Unless otherwise designated, control areas include the airspace between a segment of a main VOR Federal Airway and its associated alternate segments with the vertical extent of the area corresponding to the vertical extent of the related segment of the main airway.

§ 71.9 Continental Control Area

The Continental Control Area consists of the airspace of the 48 contiguous States, the District of Columbia and Alaska, excluding the Alaska peninsula west of longitude 160°00'00" W., at and above 14,500 feet M.S.L., but does not include -

(a) The airspace less than 1,500 feet above the surface of the earth; or

(b) Prohibited and restricted areas, other than restricted areas listed in Subpart D of this part.

§71.11 Control Zones

The control zones listed in Subpart F of this part consist of controlled airspace which extends upward from the surface of the earth and terminates at the base of the continental control area. Control zones that do not underlie the continental control area have no upper limit. A control zone may include one or more airports and is normally a circular area with a radius of 5 miles and any extensions necessary to include instrument approach and departure paths.

§71.12 Terminal Control Areas

The terminal control areas listed in Subpart K of this part consist of controlled airspace extending upward from the surface or higher to specified altitudes, within which all aircraft are subject to operating rules and pilot and equipment requirements specified in Part 91 of this chapter. Each such location is designated as a Group I, Group II, or Group III terminal control area, and includes at least one primary airport around which the terminal control area is located.

§ 71.13 Transition Areas.

The transition areas listed in Subpart G consist of controlled airspace extending upward from 700 feet or more above the surface of the earth when designated in conjunction with an airport for which an approved instrument approach procedure has been prescribed; or from 1,200 feet or more above the surface of the earth when designated in conjunction with airway route structures or segments. Unless otherwise specified, transition areas terminate at the base of the overlying controlled airspace.

§ 71.15 Positive Control Areas.

The positive control areas listed in Subpart H consist of controlled airspace within which there is positive control of aircraft.

§ 71.17 Reporting Points.

(a) The reporting points listed in Subpart I consist of geographic locations, in relation to which the position of an aircraft must be reported in accordance with §91.125.

(b) Unless otherwise designated, each reporting point applies to all directions of flight. In any case where a geographic location is designated as a reporting point for less than all airways passing through that point, or for a particular direction of flight along an airway only, it is so indicated by including the airways or direction of flight in the designation of geographical location.

(c) Unless otherwise specified, place names appearing in the reporting point descriptions indicate VOR or VORTAC facilities identified by those names.

§ 71.19 Bearings: Radials: Miles.

(a) All bearings and radials in this Part are true, and are applied from point of origin.

(b) Except as otherwise specified and except that mileages for Federal airways and terminal control areas are stated as nautical miles, all mileages in this Part are stated as statute miles.

SUBPART B - COLORED FEDERAL AIRWAYS

§ 71.101 Designation.

The airspace assignments described in this subpart are designated as Colored Federal Airways.

GREEN FEDERAL AIRWAYS

§71.103 Green Federal Airways.

G-7 From Fort Davis, Alaska, RBN, Norton Bay, Alaska, RBN; 46 miles, 57 miles, 55 MSL, Bishop, Alaska, NDB; INT Bishop NDB 089° and Chena, Alaska, RBN 269° bearings; Chena RBN.

G-8 From Shemya, Alaska, NDB, 20 AGL Adak, Alaska, NDB; 20 AGL Dutch Harbor, Alaska, NDB; 20 AGL INT Dutch Harbor NDB 041° and Cold Bay, Alaska, NDB 253° bearings; 20 AGL Cold Bay NDB; King Salmon, Alaska, NDB; INT King Salmon NDB 054°T (033°M) and Kachemak, Alaska, NDB 269°T (245°M) bearings; Kachemak NDB; Wildwood, Alaska, NDB; INT Wildwood
NDB 034° and Campbell Lake, Alaska, NDB 254° bearings; Campbell Lake NDB; INT Campbell Lake NDB 032° and Skwentna, Alaska, NDB 111° bearings; Glenallen, Alaska, NDB; INT Glenallen NDB 052° and Nabesna, Alaska, NDB 252° bearings; Nabesna NDB.

AMENDMENTS 12/28/78 43 F. R. 51612 (Changed)

G-9 From Oscarville, Alaska, RBN 35 miles, 125 miles, 55 MSL, Sparrevohn, Alaska, RBN; 24 miles, 29 miles, 53 MSL, 14 miles, 10,500 MSL, 42 miles, 12,500 MSL, to Campbell Lake, Alaska, RBN.

G-11 From Cold Bay, Alaska, NDB via INT Cold Bay NDB 041° and Port Heiden, Alaska, NDB 246° bearings, 20 AGL Port Heiden NDB; 73 miles 85 MSL, 101 miles 65 MSL, 37 miles 20 AGL, to Woody Island, Alaska, NDB.

AMBER FEDERAL AIRWAYS

§71.105 Amber Federal Airways.

A-1 From Sandspit, British Columbia, Canada, RBN via Sitka, Alaska, RBN; 31 miles 12 AGL, 50 miles 48 MSL, 112 miles 20 MSL, Ocean Cape, Alaska, RBN; INT Ocean Cape RBN 283° and Hinchinbrook, Alaska, RBN 105° bearings; Hinchinbrook RBN; INT Hinchinbrook RBN 286° and Campbell Lake, Alaska, RBN 123° bearings; Campbell Lake RBN; Skwentna, Alaska, RBN; Puntilla Lake, Alaska, RBN; Farewell, Alaska, RBN; Takotna River, Alaska, RBN; 24 miles 12 AGL, 53 miles, 55 MSL, 46 miles 40 MSL, North River, Alaska, RBN; 52 miles 12 AGL, 51 miles 25 MSL; to Fort Davis, Alaska, RBN. The airspace within Canada is excluded.

A-2 From Burwash, Yukon Territory, Canada, RBN, 88 miles; 40 miles, Nabesna, Alaska, RBN; Delta, Junction, Alaska, RBN; Chena, Alaska, RBN; Evansville, Alaska, NDB; 69 miles 12 AGL, 102 miles 95 MSL, 117 miles 12 AGL, to Browerville, Alaska, RBN. The airspace within Canada is excluded.

A-3 From Evansville, Alaska, NDB, to Put River, Alaska, NDB.

A-4 From Evansville, Alaska, NDB via Umiat, Alaska, NDB to Put River, Alaska, NDB.

A-6 From Chandalar Lake, Alaska, NDB via Umiat, Alaska, NDB to Browerville, Alaska, NDB.

A-10 From the Pennfield Ridge, New Brunswick, Canada, RBN to the Forest City, New Brunswick, Canada, RBN, excluding the portion within Canada.

A-15 From Ethelda, British Columbia, Canada, NDB via Nichols, Alaska, NDB; 41 miles 12 AGL, 42 miles 52 MSL, 32 miles 12 AGL Petersburg, Alaska, NDB; Coghlan Island, Alaska, RBN; Haines, Alaska, RBN; Burwash, Yukon Territory, Canada, RBN;
Nabesna, Alaska, RBN; Delta Junction, Alaska, RBN; Chena, Alaska, RBN; Chandalar Lake, Alaska, NDB; Put River, Alaska, NDB; Oliktok, Alaska, RBN. The airspace within Canada is excluded (Joins Canadian high level airway No. 502).

RED FEDERAL AIRWAYS

§71.107 Red Federal Airways.

R-27 From Summit, Alaska, RBN; Julius, Alaska, RBN; Chena, Alaska, RBN.

R-39 From Oscarville, Alaska, RBN; Aniak, Alaska, RBN; 25 miles, 89 miles, 55 MSL, Takotna River, Alaska, RBN; 28 miles, 64 miles, 45 MSL, Minchumina, Alaska, RBN; Julius, Alaska, RBN; Chena, Alaska, RBN.

R-40 From Woody Island, Alaska, RBN; 27 miles, 24 miles, 35 MSL, 29 miles, 55 MSL, Kachemak, Alaska, RBN; to Campbell Lake, Alaska, RBN.

R-50 From Bishop, Alaska, NDB via Bear Creek, Alaska, NDB; to Chena, Alaska, NDB.

R-75 From Vancouver, British Columbia, Canada, RBN via White Rock, British Columbia, Canada, RBN; Abbotsford, British Columbia, Canada, RBN; Cultus Lake, British Columbia, Canada, RBN; to Princeton, British Columbia, Canada, RBN, excluding the portion within Canada,

R-99 From King Salmon, Alaska, NDB via Iliamna, Alaska, NDB; INT Iliamna NDB 124°T (102°M) and Kachemak, Alaska, NDB 269°T (245°M) bearings; to Kachemak.

AMENDMENTS 12/28/78 43 F. R. 51612 (Rewritten)

R-103 From Wildwood, Alaska, NDB, via INT Wildwood NDB 112° and Campbell Lake, Alaska, 206° bearings; 49 miles 12 AGL, 58 miles 85 MSL, 39 miles 12 AGL, Wessels, Alaska, NDB.

BLUE FEDERAL AIRWAYS

§71.109 Blue Federal Airways.

B-12 From Takotna River, Alaska, NDB, 24 miles 12 AGL, 54 miles 55 MSL, 35 miles 12 AGL, via Bishop, Alaska, NDB; 68 miles 12 AGL, 88 miles 55 MSL, 37 miles 12 AGL, to Hotham, Alaska, NDB.

B-25 From INT Hinchinbrook, Alaska, NDB 206° and Wessels, Alaska, NDB 296° bearing via Hinchinbrook NDB; 38 miles 12 AGL, 12 miles 95 MSL, 60 miles 12 AGL Glenallen NDB; Delta Junction, Alaska, NDB.

B-26 From Campbell Lake, Alaska, NDB, via Peters Creek, Alaska, NDB; Summit, Alaska, NDB; INT Summit NDB 007° and Chena, Alaska, NDB 218° bearings; Chena NDB; Yukon River, Alaska, NDB; 86 miles 12 AGL, 75 miles 115 MSL, 56 miles 12 AGL, to Barter Island, Alaska, NDB.

B-27 From Woody Island, Alaska, RBN, 45 miles 12 AGL, 68 miles 95 MSL, King Salmon, Alaska, LOM; 53 miles, 84 miles, 70 MSL, Oscarville, Alaska, NDB; St. Marys, Alaska; Fort Davis, Alaska, NDB; 35 miles, 89 miles, 55 MSL, Hotham, Alaska, NDB.

B-28 From Prince Rupert, B. C., Canada, NDB, via Nichols, Alaska, NDB; 42 miles 12 AGL, 99 miles 55 MSL, 29 miles 12 AGL to Sitka, Alaska, NDB. The airspace within Canada is excluded.

B-37 From Petersburg, Alaska, NDB, via Elephant, Alaska, NDB; Cape Spencer, Alaska, NDB, to INT Cape Spencer, NDB 273° and Ocean Cape, Alaska, NDB 139° bearings.

B-38 From Sitka, Alaska, NDB, via Elephant, Alaska, NDB; Haines, Alaska, NDB, to Whitehorse, Y. T., Canada RBN. The airspace within Canada is excluded.

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

B-79 From Sandspit, B. C., Canada, NDB, to Nichols, Alaska, NDB. The airspace within Canada is excluded.

SUBPART C - VOR FEDERAL AIRWAYS

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

§71.123 Domestic VOR Federal Airways.

V-1 From Jacksonville, Fla., via Charleston, S. C.; Grand Strand, S. C.; INT Grand Strand 031° and Kinston, N. C., 214° radials; Kinston, including an east alternate from Grand Strand to Kinston via Wilmington, N. C.; Cofield, N. C.; including an east alternate segment from Kinston to Cofield via the intersection of Kinston 050° and Cofield 186° radials; Norfolk, Va.; Cape Charles, Va.; INT Cape Charles 006° and Salisbury, 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-5002A, R-5002C and R-5002D are excluded during their times of use.

AMENDMENTS 8/9/79 44 F. R. 34112 (Changed)

V-2 From Seattle, Wash., Ellensburg, Wash., including a south alternate via INT Seattle 123° and Ellensburg 274° radials; Moses Lake, Wash., including a south alternate via INT Ellensburg 107° and Moses Lake 231° radials; Spokane, Wash., including a north alternate from Seattle to Spokane via Wenatchee, Wash., and Ephrata, Wash.; Mullan Pass, Idaho, including a north alternate via INT Spokane 073° and Mullan Pass 291° radials, and also a south alternate, via INT Spokane 109° and Mullan Pass 260° radials; 5 miles, 53 miles, 91 MSL, Missoula, Mont.; 6 miles, 84 MSL, Drummond, Mont.; 11 miles, 84 MSL, Helena, Mont.; INT Helena 119° and 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; Alexandria, Minn., including a N alternate, Minneapolis, Minn.; Nodine, Minn., including a N alternate; Lone Rock, Wis., including a south alternate via INT Nodine 150° and Lone Rock 286° radials; Madison, Wis.; Badger, Wis.; Muskegon, Mich., including a S alternate via INT Badger 102° and Muskegon 252° radials; Lansing, Mich., including a S alternate from Muskegon to Lansing via INT Muskegon 154° and Grand Rapids, Mich., 284° radials and Grand Rapids (7 miles wide, 3 miles north and 4 miles south of centerline Grand Rapids to Lansing; 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. The airspace within Canada is excluded.

V-3 From Key West, Fla., INT Key West 083° and Miami, Fla., 205° radials; INT Miami 205° and Biscayne Bay, Fla., 262° radials; Biscayne Bay; Ft. Lauderdale, Fla.; Palm Beach, Fla., including an E alternate via INT Biscayne Bay 021° and Palm Beach 166° radials; Vero Beach, Fla., including an E alternate via INT Palm Beach 358° and Vero Beach 143° Ormond Beach, Fla.; INT Ormond Beach 345° and Brunswick 175° radials; Brunswick, Ga.; Savannah, Ga.; Vance, S. C.; Florence, S. C.; Sandhills, N. C.; Raleigh-Durham, N. C.; INT Raleigh 016° and Flat Rock, Va., 214° radials; Flat Rock; Gordonsville, Va.; Linden, Va.; Front Royal, Va.; Martinsburg, W. Va.; Westminster, Md.; Modena, Pa.; Solberg, N. J.; Carmel, N. Y.; Hartford, Conn.; INT Hartford 044° and Boston, Mass., 251° radials; Boston; INT Boston 015° and Pease, N. H., 185° radials; Pease; INT Pease 004° and Augusta, Maine, 233° radials; Augusta; Bangor, Maine; INT Bangor 039° and Houlton, Maine, 203° radials; Houlton; Presque Isle, Maine. The portion outside the United States has no upper limit except that the portion of the E alternate between Jacksonville and Savannah extends up to but does not include 18,000 feet MSL. The airspace within R-2916, R-2921 and R-2922 is excluded.

V-4 From Tatoosh, Wash., via 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 McChord, Wash., 096° radials and INT McChord 096° and Yakima 305° radials, excluding the airspace between the main and this alternate airway; Pendleton, Oreg.; including a north alternate from Seattle via Ellensburg, Wash.; INT Ellensburg 107° and Pasco, Wash., 321° radials; Pasco, to Pendleton; Baker, Oreg.; Boise, Idaho, including a south alternate; INT Boise 130° and Burley, Idaho, 292° radials; Burley, including a north alternate from Boise 25 miles, 25 miles 90 MSL, 95 MSL INT Pocatello, Idaho, 286° and Burley 323° radials, Burley, excluding the airspace between the main and this alternate airway; Malad City, Idaho; 35 miles, 58 miles, 115 MSL, Rock Springs, Wyo., including an S alternate from Malad City, 20 miles, 68 miles 115 MSL, via Fort Bridger, Wyo., to Rock Springs, excluding the airspace between the main and this S alternate; 20 miles, 39 miles, 95 MSL, Cherokee, Wyo.; Laramie, Wyo.; INT Laramie 133° and Denver, Colo., 347° radials; Denver; including a north alternate from Laramie to Denver via Gill, Colo.; Thurman, Colo.; Goodland, Kans.; Hill City, Kans.; INT Hill City 097° and Salina, Kans., 284° radials; Salina, including a S alternate via Hays, Kansas.; Topeka, Kans., including a N alternate from the INT of Salina 080° and Manhattan, Kans., 213° radials to Topeka via Manhattan and the INT of Manhattan 078° and Topeka 293° radials; Kansas City, Mo., including a S alternate via INT Topeka 099° and Kansas City 231° radials; Hallsville, Mo.; St. Louis, Mo.; Troy, Ill.; Centralia, Ill.; Pocket City, Ind., including a S alternate; Louisville, Ky., including a N alternate via INT Pocket City 068° and Louisville 280° radials; Lexington, Ky., including a N alternate via INT Louisville 081° and Lexington 303° radials and also a S alternate via INT Louisville 114° and Lexington 251° radials; Newcombe, Ky.; Charleston, W. Va.; Elkins, W. Va., including a S alternate via INT Charleston 083° and Elkins 228° radials; Kessel, W. Va.; Front Royal, Va.; to Armel, Va. The airspace within R-6705 is excluded.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-5 From Jacksonville, Fla.; INT Jacksonville 318° and Alma, Ga., 150° radials; Alma; INT Alma 342° and Dublin, Ga., 167° radials; Dublin; Athens, Ga., INT Athens 340° and Electric City, S. C., 274° radials; INT Electric City 274° and Chattanooga, Tenn., 127° radials; Chattanooga; Nashville, Tenn., including an east alternate via INT Chattanooga 332° and Nashville 116° radials; Bowling Green, Ky.; New Hope, Ky., including an east alternate from Nashville to New Hope via INT Nashville 034° and New Hope 202° radials; Louisville, Ky.; Cincinnati, Ohio; Appleton; Ohio; Mansfield, Ohio; Cleveland, Ohio; London, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 12/28/78 43 F. R. 51005 (Changed)

V-6 From Oakland, Calif.; INT Oakland 039° and Sacramento, Calif., 212° radials; Sacramento, including a south alternate via INT Oakland 077° and Sacramento 194° radials; Lake Tahoe, Calif.; Reno, Nev., including a N alternate from Sacramento to Reno via INT Sacramento 038° and Reno 257° radials; Lovelock, Nev., including a south alternate from Reno to Lovelock via Hazen, Nev.; Battle Mountain, Nev., including a north alternate; INT Battle Mountain 062° and Wells, Nev., 256° radials; Wells; 5 miles, 40 miles, 98 MSL, 85 MSL Lucin, Utah; 43 miles, 85 MSL, Ogden, Utah; 11 miles, 50 miles, 105 MSL, Fort Bridger, Wyo.; Rock Springs, Wyo.; 20 miles, 39 miles 95 MSL, Cherokee, Wyo.; 39 miles, 27 miles 95 MSL, Medicine Bow, Wyo.; INT Medicine Bow 106° and Sidney, Nebr., 291° radials; Sidney, North Platte, Nebr.; Grand Island, Nebr.; Omaha, Nebr.; Des Moines, Iowa, including a S alternate; Iowa City, Iowa, including a S alternate via INT Des Moines 112° and Iowa City 252° radials; Davenport, Iowa; INT Davenport 087° and DuPage, Ill., 255° radials; to DuPage. From INT Chicago Heights, Ill., 358° and South Bend, Ind., 271° radials; South Bend, Ind.; INT South Bend 092° and Waterville, Ohio, 288° radials; Waterville; Cleveland, Ohio, including a S alternate via INT Waterville 108° and Cleveland 252° radials; Youngstown, Ohio, including a north alternate via INT Cleveland 081° and Youngstown 285° radials; Clarion, Pa.; Philipsburg, Pa.; Selinsgrove, Pa.; Allentown, Pa.; to Broadway, N. J., excluding the portion within R-4803 and R-4813.

V-7 From Biscayne Bay, Fla., via Ft. Myers, Fla., including an east alternate from Biscayne Bay via Miami, Fla., INT of Miami 337° and Ft. Myers 101° radials, Ft. Myers; Lakeland, Fla., including an east alternate via INT Ft. Myers 022° and Lakeland 154° radials; Cross City, Fla.; Greenville, Fla.; Wiregrass, Ala., including a W alternate from Cross City to Wiregrass via INT Cross City 287° and Marianna, Fla., 141° radials and Marianna: INT Wiregrass 333° and Montgomery, Ala., 129° radials; Montgomery; INT Montgomery 323° and Vulcan Ala., 177° radials; Vulcan; including an east alternate via INT of Montgomery 357° and Vulcan 139° radials; Muscle Shoals, Ala., including an E alternate via INT of Vulcan 358° and Muscle Shoals 122° radials and also a W alternate via Vulcan 300° and Muscle Shoals 178° radials; Graham, Tenn.; Central City, Ky.; Pocket City, Ind.; INT Pocket City 015° and Lewis, Ind., 198° radials; Lewis; Terre Haute, Ind., including a W alternate from Evansville to Terre Haute via INT Evansville 360° and Terre Haute 217° radials; Boiler, Ind.; Chicago Heights, Ill.; INT Chicago Heights 358° and Green Bay, Wis., 166° radials, including an east alternate via INT Chicago Heights 013° and Milwaukee, Wis., 137° radials to the INT Milwaukee 137° and Chicago-O'Hare 019° radials; Green Bay, Wis.; Menominee, Mich.; Marquette, Mich.; including an east alternate via Escanaba, Mich. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)
AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-8 From INT Seal Beach, Calif., 266° and Los Angeles, Calif., 236° radials; Seal Beach; Paradise, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline) Hector, Calif.; Goffs, Calif.; INT Goffs 033° and Morman Mesa, Nev., 196° radials; Morman Mesa, including a N alternate from the INT of Seal Beach 073° and Pomona, Calif., 202° radials to Morman Mesa via Pomona, Daggett, Calif., and Las Vegas, Nev.; Bryce Canyon, Utah, Hanksville, Utah, including a south alternate; Grand Junction, Colo., including a south alternate via INT of Hanksville 087° and Grand Junction 232° radials and also a north alternate from Bryce Canyon to Grand Junction via INT Bryce Canyon 048° and Grand Junction 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 075° and Kremmling 228° radials, 28 miles, 120 MSL, 130 MSL to Kremmling; 9 miles 130 MSL, 29 miles 144 MSL, 11 miles 127 MSL, Denver, Colo.; Akron, Colo.; Hayes Center, Nebr., including a north alternate via INT Akron 063° and Hayes Center 276° radials and also a south alternate via INT Akron 094° and Hayes Center 246° radials; Grand Island, Nebr., including a N alternate via INT Hayes Center 059 and Grand Island 273° radials, and also a S alternate; Omaha, Nebr.; Des Moines, Iowa; Iowa City, Iowa; Moline, Ill.; Joliet, Ill.; Chicago Heights, Ill.; Goshen, Ind.; Findlay, Ohio; Mansfield, Ohio; Briggs, Ohio; Bellaire, Ohio; INT Bellaire 107° and Grantsville, Md., 285° radials; Grantsville; Martinsburg, W. Va.; to Washington, D. C., including a north alternate from Grantsville to the INT of Hagerstown, Md., 157° and the Martinsburg 130° radials via Hagerstown. The portion outside the United States has no upper limit.

AMENDMENTS 2/22/79 43 F. R. 58810 (Changed)
AMENDMENTS 10/4/79 44 F. R. 45920 (Changed)

V-9 From Leeville, La., via INT Leeville, 333° and New Orleans, La., 181° radials; New Orleans; McComb, Miss., including an E alternate from New Orleans to McComb via Picayune, Miss.; Jackson, Miss., including an E alternate and also a W alternate via INT McComb 348° and Jackson 199° radials; Greenwood, Miss., including an E alternate and also a W alternate; Gilmore, Ark.; Malden, Mo.; Farmington, Mo.; St. Louis, Mo.; Capital, Ill.; Pontiac, Ill.; INT Pontiac 008° and Joliet, Ill., 316° radials; INT Rockford, Ill., 136° and Badger, Wis., 209° radials; Badger; Oshkosh, Wis.; Green Bay, Wis.; Iron Mountain, Mich., including an east alternate from Green Bay to Iron Mountain via Menominee, Mich.; Houghton, Mich.; including an E alternate via Marquette, Mich.

V-10 From Pueblo, Colo., 18 miles, 48 miles, 60 MSL, Lamar, Colo.; Garden City, Kans.; Dodge City, Kans.; Hutchinson, Kans., including a N alternate via INT Dodge City 060° and Hutchinson 296° radials excluding the airspace between the main and alternate airway; Emporia, Kans.; Napoleon, Mo., including a N alternate via INT Emporia 050° and Topeka, Kans., 099° radials; Kirksville, Mo., including a N alternate via INT Napoleon 005° and Kansas City 060° radials; Burlington, Iowa; Bradford, Ill.; to Chicago, O'Hare, Ill. From INT Chicago Heights, Ill., 358° and South Bend, Ind., 271° radials; South Bend; Litchfield, Mich.; Carleton, Mich.; INT Jefferson, Ohio, 279° and Youngstown, Ohio, 320° radials; Youngstown; INT Youngstown 116° and Clarion, Pa., 222° radials; Revloc, Pa. The airspace within Canada is excluded.

V-11 From Brookley, Ala.; Greene County, Miss., including a west alternate from Brookley via Semmes, Ala., to Greene County; Laurel, Miss.; including an east alternate from the INT of Semmes 356° and Greene County 142° radials via the INT of Semmes 356° and Laurel 109° radials to Laurel; Jackson, Miss.; Greenwood, Miss.; Holly Springs, Miss., including a W alternate via the INT Greenwood 010° and Holly Springs 225° radials; Dyersburg, Tenn.; Cunningham, Ky.; including an E alternate and a W alternate via INT Dyersburg 006° and Cunningham 224° radials; Pocket City, Ind., including an east alternate; Indianapolis, Ind., including an E alternate from Pocket City to Indianapolis via INT Pocket City 046° and Bloomington, Ind., 205° radials, Bloomington, INT of Bloomington 025° and Indianapolis 185° radials; Marion, Ind.; Fort Wayne, Ind.; Salem, Mich.; 6 miles wide to INT Salem 052° and Windsor, Ont., Canada 335° radials.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-12 From Gaviota, Calif., via Santa Barbara, Calif.; Palmdale, Calif., including a south alternate via Fillmore, Calif.; 38 miles, 6 miles wide, Hector, Calif.; 12 miles, 38 miles, 85 MSL, 14 miles, 75 MSL, Needles, Calif.; 45 miles, 34 miles, 95 MSL, Prescott, Ariz.; Winslow, Ariz.; 30 mi. 85 MSL Zuni, N. Mex.; Albuquerque, N. Mex., including a south alternate via INT Zuni 104° and Albuquerque 253° radials; Otto, N. Mex.; Anton Chico, N. Mex., including a S alternate from Albuquerque to Anton Chico via INT Albuquerque 103° and Anton Chico 249° radials; Tucumcari, N. Mex.; Amarillo, Tex., including a south alternate and also a north alternate via INT Tucumcari 071° and Amarillo 286° radials; Gage, Okla., including a north alternate from Amarillo to Gage via Borger, Tex., and INT Borger 061° and Gage 249° radials, and also a south alternate via INT Amarillo 072° and Gage 215° radials; Anthony, Kans.; Wichita, Kans.; Emporia, Kans.; Napoleon, Mo.; Columbia, Mo.; Foristell, Mo., including a S alternate from INT Jefferson City, Mo., 308° and Columbia 276° radials via Jefferson City to the INT of Jefferson City 042° and Columbia 104° radials; Troy, Ill.; Bible Grove, Ill.; Lewis, Ind.; Shelbyville, Ind.; Richmond, Ind.; Dayton, Ohio; Appleton, Ohio, including a N alternate from Dayton to Appleton via INT Dayton 068° and Rosewood, Ohio, 083° radials; Newcomerstown, Ohio; Allegheny, Pa.; Johnstown, Pa.; Harrisburg, Pa., including a S alternate from Johnstown to Harrisburg via St. Thomas, Pa.

V-13 From McAllen, Tex., via Harlingen, Tex.; INT Harlingen 033° and Corpus Christi, Tex., 178° radials; 27 miles standard width, 37 miles 7 miles wide (3 miles E and 4 miles W of centerline), Corpus Christi; including a W. alternate from Harlingen, 23 miles 7 miles wide (3 miles E. and 4 miles W. of centerline), 4 miles 8 miles wide, via INT Harlingen 006° and Corpus Christi 193° radial; 34 miles standard width, 37 miles 7 miles wide (4 miles E and 3 miles W of centerline), to Corpus Christi; INT Corpus Christi 039° and Palacios, Texas., 241° radials; Palacios; Humble, Tex., Lufkin, Tex.; including an east alternate from Humble via Daisetta, Tex., to Lufkin; Shreveport, La., including an E alternate; Texarkana, Ark., including a W alternate via INT Shreveport 275° and Texarkana 184° radials; Rich Mountain, Okla.; Fort Smith, Ark.; INT Fort Smith 006° and Razorback, Ark., 190° radials; Razorback, including a W alternate from Rich Mountain to Razorback via INT Rich Mountain 006° and Razorback 205° radials; Neosho, Mo.; Butler, Mo.; Napoleon, Mo.; INT Napoleon 336° and St. Joseph, Mo., 132° radials; Lamoni, Iowa, Des Moines, Iowa, including a W alternate; Mason City, Iowa, including a W alternate from Des Moines to Mason City via Fort Dodge, Iowa, excluding the airspace between the main and this W alternate; and excluding the airspace above 9,000 feet MSL between Des Moines and Fort Dodge; Farmington, Minn.; Grantsburg, Wis., including a W alternate from Mason City to Grantsburg via INT Mason City 349° and Minneapolis, Minn., 188° radials and Minneapolis, excluding the airspace between the main and W alternate; Duluth, Minn., including an E alternate; 36 miles, 35 MSL Thunder Bay, Ontario, Canada. The airspace outside the United States is excluded.

PENDING AMENDMENT

Under V-13 "Humble, Tex., Lufkin, Tex.;" is deleted and "Humble, Tex., including a west alternate via INT Palacios 016° and Humble 243° Humble; Lufkin, Tex.;" is substituted therefor.

AMENDMENTS 1/24/80 44 F. R. 68447 (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 079° and Tulsa 228° radials; Neosho, Mo., including a N alternate and also a S alternate via INT Tulsa 087° and Neosho 223° radials; Springfield, Mo., including a S alternate via INT Neosho 074° and Springfield 210° radials; Vichy, Mo., including a N alternate; Foristell, Mo.; St. Louis, Mo.; Vandalia, Ill.; Terre Haute, Ind.; Indianapolis, Ind., including a S alternate via INT of Terre Haute 079° and Indianapolis 230° radials; Muncie, Ind.; Findlay, Ohio; Cleveland, Ohio; Jefferson, Ohio, Erie, Pa., including a N alternate from Cleveland to Erie via INT Cleveland 049° and Jefferson 279° radials; Dunkirk, N. Y.; Buffalo; Geneseo, N. Y., Georgetown, N. Y.; INT Georgetown 093° and Albany, N. Y. 270° radials; Albany; INT Albany 094° and Gardner, Mass., 284° radials; Gardner; INT Gardner 195° and Norwich, Conn., 351° radials; Norwich. The airspace within R-5207 and Canada is excluded.

V-15 From Scholes, Tex., via Hobby, Tex.; Humble, Tex.; Navasota, Tex.; College Station, Tex., including a west alternate from Hobby to College Station via INT Hobby 290° and College Station 151° radials; Waco, Tex., including a W alternate via INT College Station 307° and Waco 173° radials; Scurry, Tex.; Blue Ridge, Tex.; Ardmore, Okla.; Okmulgee, Okla., including an E alternate; INT Okmulgee 048° and Neosho, Mo., 223° radials; Neosho. From St. Joseph, Mo., via INT St. Joseph 343° and Neola, Iowa, 157° radials; Neola; INT Neola 322° and Sioux City, Iowa, 159° radials; Sioux City; INT Sioux City 340° and Sioux Falls, S. Dak., 169° radials; Sioux Falls, including an E alternate; Huron, S. Dak., including a west alternate from Sioux Falls to Huron via Mitchell, S. Dak.; Aberdeen, S. Dak., including a W alternate; 18 miles, 89 miles, 42 MSL, Bismarck, N. Dak.; Minot, N. Dak.

AMENDMENTS 10/4/79 44 F. R. 46785 (Changed)

V-16 From Los Angeles, Calif., Paradise, Calif.; Palm Springs, Calif., including a S alternate from Los Angeles via Los Angeles 138° and Seal Beach, Calif., 287° radials; Seal Beach; March, Calif.; INT March 068° Palm Springs 273° radials; to Palm Springs; Blythe, Calif.; 21 miles, 60 miles, 55 MSL, Buckeye, Ariz.; Phoenix, Ariz.; INT Phoenix 161° and Casa Grande, Ariz., 105° radials; Tucson, Ariz.; Cochise, Ariz., including a S alternate via INT Tucson 122° and Cochise 257° radials; 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.; Millsap, Tex.; Acton, Tex.; Scurry, Tex.; Quitman, Tex.; Texarkana, Ark., Pine Bluff, Ark.; Holly Springs, Miss.; Jacks Creek, Tenn.; Graham, Tenn.; Nashville, Tenn., including a north alternate from Jacks Creek to Nashville via INT Jacks Creek 049° and Nashville 286° radials; INT Nashville 102° and Hinch Mountain, Tenn., 285° radials; Hinch Mountain; including a north alternate via INT Nashville 085° and Hinch Mountain 306° radials; Knoxville, Tenn., including a S alternate via INT Hinch Mountain 100° and Knoxville 243° radials; Holston Mountain, Tenn., including a S alternate from Knoxville to Holston Mountain via Snowbird, Tenn.; Pulaski, Va., including a N alternate from Knoxville to Pulaski via INT Knoxville 050° and Glade Spring, Va., 246° radials and Glade Spring; Roanoke, Va.; Lynchburg, Va.; including a S alternate via INT Pulaski 094° and Lynchburg 253° radials; Flat Rock, Va.; Richmond, Va.; INT Richmond 039° and Patuxent, Md., 228° radials; Patuxent; Kenton, Del.; Millville, N. J.; Coyle, N. J.; Kennedy, N. Y.; Deer Park, N. Y.; Calverton, N. Y.; Norwich, Conn.; Boston, Mass. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within R-5002A, R-5002C and R-5002D is excluded during their times of use.

AMENDMENTS 2/22/79 44 F. R. 1087 (Changed)
AMENDMENTS 6/14/79 44 F. R. 23203 (Changed)
AMENDMENTS 8/9/79 44 F. R. 34112 (Changed)
AMENDMENTS 10/4/79 44 F. R. 45920 (Changed)
AMENDMENTS 10/4/79 44 F. R. 46785 (Changed)
AMENDMENTS 11/29/79 44 F. R. 31944 (Changed) Corr: 44 F. R. 34103 Corr: 44 F. R. 46789

V-17 From Brownsville, Tex., via Harlingen, Tex.; McAllen, Tex.; 29 miles 12 AGL, 34 miles 25 MSL, 37 miles 12 AGL; Laredo, Tex., including a W alternate; Cotulla, Tex.; INT Cotulla 046° and San Antonio, Tex., 198° San Antonio, including an east alternate via the INT Cotulla 046° and San Antonio 183° radials; INT San Antonio 042° and Austin, Tex., 229° radials; Austin, including a west alternate via the INT of San Antonio 027° and Austin 244° radials; Waco, Tex., including an east alternate via INT Austin 041° and Waco 173° radials; Acton, Tex.; Bridgeport, Tex.; Duncan, Okla. INT Duncan 011° and Oklahoma City, Okla., 180° radials; Oklahoma City; Gage, Okla., including a W alternate via INT Oklahoma City 282° and Gage 153° radials; Garden City, Kans., including a W alternate from Gage to Garden City via Liberal, Kans.; Goodland, Kans.

AMENDMENTS 8/9/79 44 F. R. 34109 (Changed)

V-18 From Millsap, Tex., via Dallas-Fort Worth, Tex.; Quitman, Tex.; Shreveport, La., including a S alternate via INT Quitman 109° and Shreveport 246° radials; Monroe, La., including a N alternate and also a S alternate; Jackson, Miss., including a N alternate and also a S alternate; Meridian, Miss., including a S alternate; Tuscaloosa, Ala.; Vulcan, Ala.; Talladega, Ala.; Atlanta, Ga.; INT Atlanta 069° and Augusta, Ga., 278° radials; Augusta, including a north alternate from Vulcan to Augusta via Rome, Ga., INT Rome 060° and Anderson, S. C., 274° radials; INT Anderson 274° and Athens, Ga., 340° radials; Athens, and INT Athens 109° and Augusta 294° radials; INT Augusta 103° and Charleston, S. C., 296° radials; Charleston, including a S alternate from Augusta to Charleston via INT Augusta 148° and Allendale, S. C., 273° radials, and Allendale, excluding the airspace within R-6004.

V-19 From Newman, Tex., via INT Newman 286° and Truth or Consequences, N. Mex., 159° radials; Truth or Consequences; INT Truth or Consequences 028° and Socorro, N. Mex., 189° radials; Socorro; Albuquerque, N. Mex., including a W alternate via INT Socorro 343° and Albuquerque 199° radials, and also an E alternate via INT Socorro 015° and Albuquerque 160° radials; INT Albuquerque 036° and Santa Fe, NM., 245° radials; Santa Fe, including a west alternate via INT Albuquerque 019° and Santa Fe 268° radials; Las Vegas, N. Mex.; Cimarron, N. Mex., Pueblo, Colo., including an E alternate via INT Cimarron 053° and Pueblo 176° radials; Kiowa, Colo.; Denver; Cheyenne, Wyo.; Casper, Wyo., including an E alternate from Cheyenne to Casper via INT Cheyenne 002° and Douglas, Wyo., 152° radials and Douglas; 5 miles, 45 miles 71 MSL, Crazy Woman, Wyo.; Sheridan, Wyo., including an E alternate; 21 miles, 35 miles 75 MSL, Billings, Mont., including an E alternate from Sheridan 21 miles, 38 miles, 75 MSL, to Billings; 38 miles, 72 MSL INT Billings 347° and Lewistown, Mont., 104° radials; Lewistown; Great Falls, Mont., including a W alternate via INT Lewistown 274° and Great Falls 122° radials.

V-20 From Reynosa, Mex., via McAllen, Tex.; INT McAllen 038° and Corpus Christi, Tex., 178° radials; 10 miles 8 miles wide, 37 miles 7 miles wide (3 miles E and 4 miles W of Centerline), Corpus Christi; INT Corpus Christi 054° and Palacios, Tex., 226° radials; Palacios; Hobby, Tex.; Beaumont, Tex.; Lake Charles, La.; including a north alternate via INT Beaumont 056° and Lake Charles 272° radials; Lafayette, La., including a N alternate via INT Lake Charles 064° and Lafayette 285° radials; New Orleans, La., including a S alternate from Lafayette to New Orleans via Tibby, La.; INT New Orleans 070° and Gulfport, Miss., 247° radials; Gulfport; Semmes, Ala., including a N alternate from New Orleans to Semmes via Picayune, Miss., excluding the airspace between the main and this N alternate; INT Semmes 048° and Monroeville. Ala.. 231° radials; Monroeville, including a S alternate via INT Semmes 063° and Monroeville 216° radials; Montgomery, Ala.; Tuskegee, Ala.; Columbus, Ga.; INT Columbus 068° and Athens, Ga., 195° radials; Athens; Electric City, S. C.; Spartanburg, S. C., including a north alternate from Montgomery to Spartanburg via INT Montgomery 029° and Chattanooga, Tenn., 189° radials; INT Chattanooga 189° and Rome, Ga., 252° radials; Rome; INT Rome 060° and Toccoa, Ga., 258° radials; Toccoa to Spartanburg; Greensboro, N. C.; South Boston, Va.; Richmond, Va.; INT Richmond 039° and Brooke, Va., 132° radials; INT Patuxent, Md., 228° and Nottingham, Md., 174° radials; to Nottingham. The airspace on the main airway above 14,000 feet MSL from McAllen to 49 miles northeast and the airspace within Mexico is excluded.

V-21 From Santa Catalina, Calif., via Seal Beach, Calif.; Paradise, Calif.; 35 miles, 7 miles wide (3 miles SE and 4 miles NW of centerline), Hector, Calif.; Boulder City, Nev., including a W alternate from INT Hector 226° and Daggett, Calif., 187° radials to INT Daggett 062° and Hector 047° radials via Daggett; 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.; Great Falls, Mont.; Cut Bank, Mont., including a W alternate Helena direct Cut Bank; INT Cut Bank 348° radial and the United States/Canadian border.

AMENDMENTS 4/19/79 44 F. R. 11531 (Changed)
AMENDMENTS 10/4/79 44 F. R. 45920 (Changed)

V-23 From Mission Bay, Calif., Oceanside, Calif.; 24 miles, 6 miles wide, Seal Beach, Calif.; 6 miles wide, INT Seal Beach 287° and Los Angeles, Calif., 138° radials; Los Angeles; Gorman, Calif., Bakersfield, Calif.; Fresno, Calif.; 53 miles, 6 miles wide, Linden, Calif.; Sacramento, Calif., including a W alternate from Fresno to Sacramento via Panoche, Calif., and Stockton, Calif.; INT Sacramento 346° and Red Bluff, Calif., 158° radials; Red Bluff; 58 miles, 95 MSL Fort Jones, Calif.; Medford, Oreg., including an east alternate via INT Fort Jones 041° and Medford 157° radials; Eugene, Oreg.; Portland, Oreg., including an east alternate and including a west alternate from Fort Jones to Portland via INT Fort Jones 340° and Roseburg, Oreg., 174° radials, Roseburg, INT Roseburg 355° and Corvallis, Oreg., 195° radials, Corvallis, and Newberg, Oreg.; 20 miles, 45 MSL INT Portland 350° and Seattle, Wash., 197° radials; 21 miles, 45 MSL, Seattle, including an east alternate from Portland to Seattle via direct radials; Paine, Wash.; Bellingham, Wash.; via INT Bellingham 290° radial to the United States/Canadian border.

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

V-25 From Mission Bay, Calif., via Los Angeles, Calif.; INT Los Angeles 261° and Ventura, Calif., 144° radials; 6 miles wide, Ventura; Santa Barbara, Calif.; Paso Robles, Calif., Salinas, Calif., including an E alternate via INT Paso Robles 342° and Salinas 131° radials; INT Salinas 310° and Woodside, Calif., 158° radials; Woodside; San Francisco, Calif.; INT San Francisco 304° and Point Reyes, Calif., 161° radials; Point Reyes; INT Point Reyes 352° and Ukiah, Calif., 147° radials; 28 miles, 24 miles, 85 MSL, 18 miles, 75 MSL, Red Bluff, Calif.; 53 miles, 95 MSL INT Red Bluff 015° and Klamath Falls, Oreg., 181 radials; 19 miles, 95 MSL, Klamath Falls; 21 miles, 77 miles, 90 MSL, Redmond, Oreg.; The Dalles, Oreg.; Yakima, Wash., including an east alternate via INT The Dalles 051° and Yakima 183° radials; Ellensburg, Wash., including a west alternate via INT Yakima 305° and Ellensburg 191° radials; Wenatchee, Wash. The airspace below 2,000 feet MSL outside the United States and the airspace more than 3 miles NE of the airway centerline between Seal Beach and INT of Seal Beach 287° and Los Angeles 138° radials is excluded. The airspace within R-2511, R-2520, and W-289 is excluded. The airspace within R-2519 more than 3 statute miles west of the airway centerline, and the airspace within R-2519 below 5,000 feet MSL is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 4/19/79 44 F. R. 11531 (Changed)

V-26 From Grand Junction, Colo.; via Meeker, Colo.; Cherokee, Wyo.; Casper, Wyo.; 14 miles 12 AGL, 37 miles 75 MSL, 84 miles 90 MSL, 17 miles 12 AGL, Rapid City, S. Dak.; 43 miles, 35 MSL Philip, S. Dak.; 56 miles, 35 MSL, Pierre, S. Dak., including a north alternate; Huron, S. Dak.; Redwood Falls, Minn., including a S alternate; Flying Cloud, Minn.; INT Flying Cloud 081° and Eau Claire, Wis., 271° radials; Eau Claire, including a south alternate from Redwood Falls to Eau Claire via Farmington, Minn.; Wausau, Wis.; Green Bay, Wis.; INT Green Bay 116° and White Cloud, Mich., 302° radials; White Cloud; Lansing, Mich.; Salem, Mich., including a north alternate via INT Lansing 103° and Salem 308° radials; INT Salem 139° and Cleveland, Ohio, 309° radials; Cleveland. The airspace within Canada is excluded.

AMENDMENTS 8/9/79 44 F. R. 31947 (Changed)

V-27 From Mission Bay, Calif., INT Mission Bay 319° and Santa Catalina, Calif., 099° radials; Santa Catalina; 6 miles wide, Ventura, Calif.; INT Ventura 326° and Fillmore, Calif., 265° radials; INT Fillmore 265° and Gaviota, Calif., 143° radials; Gaviota; San Luis Obispo, Calif.; INT San Luis Obispo 308° and Big Sur, Calif., 157° radials; Big Sur; INT Big Sur 325° and Point Reyes, Calif., 161° radials; Point Reyes; INT Point Reyes 352° and Ukiah, CA., 147° radials; Ukiah; Fortuna, CA., including a west alternate from Ukiah 17 miles, 77 miles, 53 MSL, Fortuna, excluding the airspace between the main and the west alternate; Crescent City, CA., including a west alternate from Fortuna to Crescent City, excluding the airspace between the main and the west alternate; 31 miles, 32 miles, 59 MSL, North Bend, Oreg.; Newport, Oreg.; 39 miles, 30 miles, 45 MSL, Astoria, Oreg.; 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.; New Castle, Del.; Modena, Pa.; Pottstown, Pa.; East Texas, Pa.; Wilkes-Barre, Pa.; Binghamton, N. Y.; Syracuse, N. Y.; Watertown, N. Y.; INT Watertown 033° and Massena, N. Y., 241° radials; Massena.

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

AMENDMENTS 8/9/79 44 F. R. 30679 (Changed)

V-31 From Patuxent River, Md.; INT Patuxent River 338° and Nottingham, Md., 128° radials; Nottingham. From Baltimore, Md.; Harrisburg, Pa.; Selinsgrove, Pa.; Williamsport, Pa.; Elmira, N. Y.; INT Elmira 357° and Rochester, N. Y., 125° radials; Rochester; INT Rochester 289° and Kleinburg, Ontario, 133° radials; Kleinburg. The airspace within Canada is excluded.

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

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

V-34 From Kleinburg, Ont., INT Kleinburg 113° and Rochester, N. Y., 309° radials; Rochester; Ithaca, N. Y.; Hancock, N. Y.; Carmel, N. Y.; INT Carmel 093° and Calverton, N. Y., 044° radials. The airspace within Canada and R-5207 is excluded.

AMENDMENTS 11/29/79 44 F. R. 31944 (Changed) Corr: 44 F. R. 34103 Corr: 44 F. R. 46789

V-35 From Key West, Fla., via INT Key West 083° and Biscayne Bay, Fla., 204° radials; Biscayne Bay; INT Biscayne Bay 288° and Fort Myers, Fla., 137° radials; Fort Myers, including a west alternate from Biscayne Bay via INT Biscayne Bay 262° and Fort Myers 137° radials to the INT of Biscayne Bay 288° and Fort Myers 137° radials; St. Petersburg, Fla., including a W alternate; via INT Ft. Myers 311° and Sarasota, Fla., 156° radials, Sarasota, St. Petersburg; INT St. Petersburg 350° and Cross City, Fla., 168° radials; Cross City, including an E alternate via Gainesville, Fla.; Greenville, Fla.; Albany, Ga.; Macon, Ga.; INT Macon 005° and Athens, Ga., 195° radials; Athens; Electric City, S. C.; Sugarloaf Mountain, N. C.; Holston Mountain, Tenn., including a west alternate via INT Sugarloaf Mountain 329° and Holston Mountain 203° radials; Glade Spring, Va.; Charleston, W. Va., including an E alternate via Bluefield, W. Va.; INT Charleston 051° and Elkins, W. Va., 264° radials; Clarksburg, W. Va.; Morgantown, W. Va.; Indian Head, Pa.; Johnstown, Pa., Tyrone, Pa.; Philipsburg, Pa.; Stonyfork, Pa.; Elmira, N. Y.; Syracuse, N. Y. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit. The airspace within R-2916 is excluded.

AMENDMENTS 12/28/78 43 F. R. 51005 (Changed)
AMENDMENTS 2/22/79 43 F. R. 60430 (Changed)
AMENDMENTS 2/22/79 44 F. R. 1087 (Changed)
AMENDMENTS 6/14/79 44 F. R. 21764 (Changed)

V-36 From Sault Ste Marie, Mich., to the INT of the Sault Ste Marie 110° radial and the United States/Canadian border. From Toronto, Ont., via INT Toronto 141° and Buffalo, N. Y., 312° radials; Buffalo; Elmira, N. Y.; Lake Henry, Pa.; INT Lake Henry 136° and Sparta, N. J., 290° radials; Sparta; Kennedy, N. Y. The airspace within Canada is excluded.

V-37 From Jacksonville, Fla.; Brunswick, Ga.; Savannah, Ga.; Allendale, S.C.; Columbia, S.C.; Fort Mill, S. C.; Pulaski, Va., Elkins, W. Va.; Clarksburg, W. Va.; INT Clarksburg 359° and Ellwood City, Pa., 185° radials; Ellwood City; Erie, Pa.; to Ash, Ont., Canada. The airspace within Canada is excluded.

AMENDMENTS 2/22/79 43 F. R. 60430 (Changed)

V-38 From Moline, Ill., via INT Moline 082° and Peotone, Ill., 281° radials; Peotone; Fort Wayne, Ind.; Findlay, Ohio; INT Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Parkersburg, W. Va.; Elkins, W. Va.; Gordonsville, Va.; Richmond, Va.; Harcum, Va.; Cape Charles, Va.

V-39 From Sandhills, N. C., South Boston, Va.; Gordonsville, Va.; Linden, Va.; including an E alternate via Casanova, Va.; Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; to East Texas, Pa. From Chester, Mass.; Gardner, Mass.; Concord, N. H.; INT Concord 046° and Augusta, Maine, 233° radials; Augusta; Millinocket, Maine; Presque Isle, Maine; Mont Joli, Quebec, Canada, excluding the portion within Canada.

V-40 From Cleveland, Ohio, Briggs, Ohio; INT Briggs 077° and Youngstown, Ohio, 177° radials.

V-41 From INT Briggs, Ohio, 077° and Youngstown, Ohio, 177° radials; Youngstown.

V-42 From Flint, Mich.; via INT Flint 133° and Windsor, Ont., 320° radials; Windsor; Cleveland, Ohio; to Akron, Ohio. The airspace within Canada is excluded.

V-43 From Appleton, Ohio, via Tiverton, Ohio; Briggs, Ohio; Youngstown, Ohio; including a west alternate from Tiverton via INT Tiverton 040° and Akron, Ohio, 233° radials; Akron to Youngstown; including an E alternate from Briggs via INT Briggs 057° and Youngstown 177° radials to Youngstown; Erie, Pa.; INT Erie 043° and Buffalo, N. Y., 259° radials; to Buffalo.

V-44 From Jefferson City, Mo., via Foristell, Mo.; Centralia, Ill.; 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. J., 209° radials, including an east alternate via INT Atlantic City 055° and Deer Park 209° radials; to Deer Park. The airspace within R-4001B, R-5002A, R-5002B and R-5002E is excluded during their times of use. The airspace within V-139, V-308 airways is excluded. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 8/9/79 44 F. R. 34112 (Changed) Corr: 44 F. R. 46790

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; Saulte Ste. Marie, Mich. The airspace within R-5502 is excluded. The airspace from Alpena to 30 miles north of Alpena at and above 10,000 feet MSL is excluded during the time that the Collins Military Operations Area is activated by NOTAM.

V-46 From Deer Park, N. Y., Calverton, N. Y.; Hampton, N. Y.; INT Hampton 083° and Nantucket, Mass., 255° radials; Nantucket. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 11/29/79 44 F. R. 31944 (Changed) Corr: 44 F. R. 34103 Corr: 44 F. R. 46789

V-47 From Pine Bluff, Ark.; Gilmore, Ark.; Dyersburg, Tenn.; Cunningham, Ky.; Pocket City, Ind.; Nabb, Ind.; Cincinnati, Ohio; Rosewood, Ohio; Findlay, Ohio, including a W alternate via INT Rosewood 309° and Findlay, Ohio, 218° radials; Waterville, Ohio; INT Waterville 353° and Salem, Mich., 197° radials; Salem; to the INT Salem 021° and Flint, Mich., 088° radials.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

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

V-49 From Vulcan, Ala.; Decatur, Ala.; including an east alternate via INT Vulcan 013° and Decatur 130° radials and a west alternate via INT Vulcan 335° and Decatur 205° radials; Nashville, Tenn.; Bowling Green, Ky., including a W alternate from Decatur to Bowling Green via Graham, Tenn., and INT Graham 006° and Bowling Green 230° radials; Mystic, Ky.; Nabb, Ind.

V-50 From Hastings, Nebr., via Pawnee City, Nebr.; St. Joseph, Mo.; including a S alternate from Pawnee City to St. Joseph via INT Pawnee City 122° and Kansas City, Mo., 310° radials, and INT Kansas City 310° and St. Joseph 178° radials; Kirksville, Mo.; Quincy, Ill.; Capital, Ill.; Decatur, Ill.; Terre Haute, Ind.; Indianapolis, Ind.; Dayton, Ohio, including a N alternate from Indianapolis to Dayton via Muncie, Ind. The airspace at and above 10,000 feet MSL from Quincy to Capital is excluded during the time that the Howard MOA is activated by NOTAM. The airspace within the Lincoln MOA is excluded during the time that the MOA is activated by NOTAM.

V-51 From Biscayne Bay, Fla.; Miami, Fla.; INT Miami 337° and Pahokee, Fla., 174° radials; Pahokee, including an east alternate from Biscayne Bay, Ft. Lauderdale, Fla., INT Ft. Lauderdale 339° and Pahokee 124° radials; INT Pahokee 009° and Vero Beach, Fla., 193° radials, Vero Beach; Ormond Beach, Fla.; INT Ormond Beach 345° and Jacksonville, Fla., 155° radials; Jacksonville; INT Jacksonville 318° and Alma, Ga., 150° radials, Alma; INT Alma 342° and Dublin, Ga., 167° radials, Dublin, Ga.; Athens, Ga.; INT Athens, Ga., 340° and Harris, Ga., 148° radials; Harris; Hinch Mountain, Tenn., including a west alternate from the INT Anderson, S. C., 274° and Athens 340° radials to Hinch Mountain via INT Anderson 274° and Hinch Mountain 160° radials; Livingston, Tenn.; Louisville, Ky., including an E alternate and also a W alternate from Livingston to Louisville via INT Livingston 333° and New Hope, Ky., 165° radials and New Hope; Nabb, Ind.; Shelbyville, Ind.; INT Shelbyville 313° and Boiler, Ind., 136° radials; Boiler; Chicago Heights, Ill. The airspace within R-2921 and R-2922 is excluded.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

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

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

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 Boiler 159° radials; Boiler; INT Boiler 313° and Peotone, Ill., 152° radials; to Peotone. The airspace within R-3401B is excluded.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-54 From Waco, Tex., Scurry, Tex.; Quitman, Tex.; Texarkana, Ark.; INT Texarkana 052° and Little Rock, Ark., 235° True radials; Little Rock, including a N alternate via INT Texarkana 037° and Hot Springs, Ark., 225° radials and Hot Springs; Holly Springs, Miss.; Muscle Shoals, Ala.; Rocket, Ala., including a N alternate via INT Muscle Shoals 067° and Rocket 282° radials; Chattanooga, Tenn., including a N alternate; Harris, Ga.; Spartanburg, S. C., Fort Mill, S. C.

V-55 From Dayton, Ohio; Fort Wayne, Ind.; Goshen, Ind.; South Bend, Ind.; Keeler, Mich.; Pullman, Mich.; Muskegon, Mich.; INT Muskegon 327° and Green Bay, Wis., 116° radials; Green Bay; Stevens Point, Wis.; INT Stevens Point 281° and Eau Claire, Wis., 107° radials; Eau Claire; Grantsburg, Wis.; Brainerd, Minn.; Park Rapids, Minn.; Grand Forks, N. Dak.; INT Grand Forks 239° and Bismarck, N. Dak., 067° radials; Bismarck. The airspace from 3,500 feet MSL to 10,000 feet MSL between 42 miles and 76 miles southwest of Grand Forks is excluded during the time that the Devils Lake East Military Operations Area is activated by NOTAM.

AMENDMENTS 10/4/79 44 F. R. 43714 (Changed)

V-56 From Meridian, Miss., Kewanee, Miss.; Montgomery, Ala.; Tuskegee, Ala.; Columbus, Ga.; INT Columbus 087° and Macon, Ga., 266° radials; Macon; Augusta, Ga.; Columbia, S. C., including a south alternate via INT of Augusta 103° and Columbia 236° radials; Florence S. C.; Fayetteville, N. C., 41 miles 15 MSL, INT Fayetteville 098° and New Bern, N. C., 256° radials; New Bern.

V-57 From Lexington, Ky., to Falmouth, Ky.

V-58 From Philipsburg, Pa.; Williamsport, Pa.; INT Williamsport 079° and Lake Henry, Pa., 265° radials; Lake Henry; INT Lake Henry 078° and Kingston, N. Y., 274° radials; Kingston; INT Kingston 100° and Hartford, Conn., 268° radials; Hartford; INT Hartford 130° and Providence, R. I., 212° radials.

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

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

V-61 From Grand Island, Nebr., to Pawnee City, Nebr., excluding the airspace within the Lincoln MOA during the time that the MOA is activated by NOTAM.

V-62 From Gallup, N. Mex.; INT Gallup 089° and Santa Fe, N. Mex., 268° radials; Santa Fe; Anton Chico, N. Mex.; Texico, N. Mex.; Lubbock, Tex.; Abilene, Tex.; INT Abilene 096° and Acton, Tex., 264° radials; Acton.

V-63 From Blue Ridge, Tex., via McAlester, Okla.; Razorback, Ark.; Springfield, Mo.; Hallsville, Mo.; Quincy, Ill.; Burlington, Iowa; Moline, Ill.; Davenport, Iowa; Rockford, Ill.; Janesville, Wis.; Badger, Wis.; Oshkosh, Wis.; Stevens Point, Wis.; Wausau, Wis.; Rhinelander, Wis., to Houghton, Mich. The airspace at and above 10,000 feet MSL from Quincy to 32 miles north, is excluded during the time that the Allen MOA is activated by NOTAM.

V-64 From Los Angeles, Calif., 7 miles wide (3 miles E and 4 miles W of centerline) INT Los Angeles 185° and Seal Beach, Calif., 266° radials; Seal Beach; Thermal, Calif.; Blythe, Calif. The portion outside the United States has no upper limit.

V-65 From the INT Kansas City, Mo., 310° and St. Joseph, Mo., 178° radials; St. Joseph; Lamoni, Iowa.

V-66 From Mission Bay, Calif., Imperial, Calif.; 13 miles, 24 miles, 25 MSL, Bard, Ariz.; 12 miles 35 MSL INT Bard 089° and Gila Bend, Ariz., 261° radials; 46 miles, 35 MSL, Gila Bend; Tucson, Ariz.; Douglas, Ariz.; INT Douglas 064° and Columbus, N. Mex., 277° radials; Columbus; El Paso, Tex., including a N alternate via INT Columbus 075° and El Paso 286° radials; 6 mi. wide, INT El Paso 109° and Hudspeth 287° radials; 6 mi. wide, Hudspeth; Pecos, Tex.; Midland, Tex.; Hyman, Tex.; INT Hyman 074° and Abilene, Tex., 251° radials; Abilene; INT Abilene 066° and Bridgeport, Tex., 248° radials; Bridgeport; Blue Ridge, Tex.; Sulphur Springs, Tex.; Texarkana, Ark., including a north alternate via INT Sulphur Springs 060° and Texarkana 272° radials, and also a south alternate via INT Sulphur Springs 090° and Texarkana 240° radials. From Tuscaloosa, Ala., Brookwood, Ala.; LaGrange, Ga.; INT LaGrange 120° and Columbus, Ga., 068° radials; INT Columbus 068° and Athens, Ga., 195° radials; Athens; Fort Mill, S. C.; Raleigh-Durham, N. C., including a south alternate from Athens,
Ga., to Raleigh-Durham via INT Athens 092° and Greenwood, S.C., 240° radials, Greenwood and Sandhills, N. C.; Franklin, Va., excluding the airspace above 13,000 feet MSL
from the INT of Tucson, Ariz., 122° and Cochise, Ariz., 257° radials to the INT of Douglas, Ariz., 064° and Columbus, NM., 277° radials.

AMENDMENTS 10/4/79 44 F. R. 46785 (Changed)
AMENDMENTS 11/29/79 44 F. R. 57083 (Changed)

V-67 From Chattanooga, Tenn.; Shelbyville, Tenn.; Graham, Tenn.; Cunningham, Ky.; Marion, Ill.; Centralia, Ill.; INT Centralia 010° and Vandalia, Ill., 162° radials; Vandalia; Capital, Ill.; Burlington, Iowa; Iowa City, Iowa; Cedar Rapids, Iowa; Waterloo, Iowa; Rochester, Minn., including an east alternate.
The airspace at and above 10,000 feet MSL from Capital to 28 miles south of Burlington is excluded during the time that the Allen MOA is activated by NOTAM.

V-68 From Albuquerque, N. Mex., via INT Albuquerque 120° and Corona, N. Mex., 311° radials; Corona, including a N alternate via INT Albuquerque 103° and Corona 328° radials and also a S alternate via INT Albuquerque 160° and Corona 278° radials; 41 mi. 85 MSL, Roswell, N. Mex., including an N alternate 85 MSL INT Corona 124° and Roswell 335° radials, Roswell; Hobbs, N. Mex., including a S alternate; INT Hobbs 120° and Midland, Tex., 312° radials; Midland, including a S alternate via INT Hobbs 136° and Midland 283° radials; San Angelo, Tex., including a S 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., including a south alternate via Center Point, Tex.; INT San Antonio 064° and Industry, Tex., 267° radials; Industry; INT Industry 101° and Hobby, Tex., 290° radials to Hobby.

V-69 From Shreveport, La., via INT Shreveport 084° and El Dorado, Ark., 218° radials; El Dorado, including a W alternate via INT Shreveport 084° and El Dorado 233° radials; Pine Bluff, Ark.; INT Pine Bluff 038° and Walnut Ridge, Ark., 187° radials; Walnut Ridge; Farmington, Mo., Troy, Ill.; Capital, Ill.; Pontiac, Ill.; Joliet, Ill.; Kedzie, Ill., RBN.

V-70 From Brownsville, Tex., via INT Brownsville 338° and Corpus Christi, Tex., 193° radials; 34 miles standard width, 37 miles 7 miles wide (4 miles E and 3 miles W of centerline), Corpus Christi, INT Corpus Christi 054° and Palacios, Tex., 226° radials, Palacios;
Scholes, Tex.; Sabine Pass, Tex.; Lake Charles, La.; Lafayette, La.; Baton Rouge, La., including a N alternate via INT Lafayette 012°
and Baton Rouge 264° radials; Picayune, Miss.; Greene County, Miss.; Monroeville, Ala.; INT Monroeville 073° and Eufaula, Ala., 258° radials; Eufaula; Vienna, Ga.; to Allendale, S. C.
The portion of this airway above 9,000 feet MSL between the INT of Vienna 066° and Dublin, Ga., 122° radials and the INT of Allendale 247° and Augusta, Ga., 148° radials is excluded.

AMENDMENTS 11/29/79 44 F. R. 53737 (Changed) Corr: 44 F. R. 57078

V-71 From Baton Rouge, La., via Natchez, Miss., including
an E alternate via INT Baton Rouge 026° and Natchez 156° radials; Monroe, La., including a W alternate and also an E alternate via INT Natchez 341° and Monroe 105° radials; El Dorado, Ark.; Hot Springs, Ark.; INT Hot Springs 358° and Harrison, Ark., 176° radials;
Harrison; Springfield, Mo., including a W alternate from Hot Springs to Springfield via Razorback, Ark., excluding the airspace between the main and this W alternate; Butler, Mo.; Topeka, Kans.; Pawnee City, Nebr.; INT Pawnee City 334° and Lincoln, Nebr., 146° radials; Lincoln; Columbus, Nebr.; O'Neill, Nebr.; Winner, S. Dak.; Pierre, S. Dak.; Bismarck, N. Dak.; Williston, N. Dak.
The airspace within the O'Neill MOA is excluded during the time that the MOA is activated by NOTAM.

V-72 From Razorback, Ark., Dogwood, Mo.; Maples, Mo.; Farmington, Mo.; Centralia, Ill.; Bible Grove, Ill.; Mattoon, Ill.; to Bloomington, Ill. From Rosewood, Ohio, Mansfield, Ohio; INT Mansfield 098° and Akron, Ohio, 233° radials; Akron; 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.
The airspace at and above 8,000 feet MSL between Maples and Farmington is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM.
The airspace below 8,000 feet MSL between long. 90°34'00"W., and long. 91°30'00"W., is excluded during the time that the Ozark MOA is activated by NOTAM.

AMENDMENTS 4/19/79 44 F. R. 12639 (Changed)

V-73 From Tulsa, Okla., via Wichita, Kans.; Hutchinson, Kans.; INT Hutchinson 025° and Salina, Kans., 184° radials; Salina, including an east alternate from Wichita to Salina via INT Wichita 356° and Salina 169° radials.

V-74 From Garden City, Kans.; Dodge City, Kans.; Anthony, Kans.; Pioneer, Okla.; Tulsa, Okla., including a N alternate via INT Pioneer 094° and Tulsa 319° radials; Fort Smith, Ark., including a N alternate via INT Tulsa 087° and Fort Smith 318° radials and a S alternate from Pioneer to Fort Smith via Okmulgee, Okla.;
6 miles, 7 miles wide (4 miles north and 3 miles south of centerline)
Little Rock, Ark., including a N alternate and also a S alternate via INT Fort Smith 133° and Little Rock 278° radials; Pine Bluff, Ark., including a N alternate via INT Little Rock 137° and Pine Bluff 006° radials; Greenville, Miss., including a N alternate; INT Greenville 147° and Jackson, Miss., 325° radials; Jackson, including a N alternate.

V-75 From Morgantown, W. Va.; Bellaire, Ohio; Briggs, Ohio; Cleveland, Ohio.

V-76 From Lubbock, Tex., via INT Lubbock 188° and Big Spring, Tex., 286° radials; Big Spring, including a N alternate from Lubbock direct to Big Spring, excluding the airspace between the main and this N alternate; Hyman, Tex.; San Angelo, Tex.; Llano, Tex.; Austin, Tex., including a south alternate via INT Llano 135° and Austin 279° radials; and also a north alternate via INT Llano 096° and Austin 314° radials; Industry, Tex., including a north alternate via INT Austin 090° and Industry 310° radials;
INT Industry 101° and Hobby, Tex., 290° radials; Hobby, including a S alternate from Industry to Hobby via Eagle Lake, Tex.

V-77 From San Angelo, Tex., via Abilene, Tex.; Wichita Falls, Tex., including an E alternate; INT Wichita Falls 028° and Oklahoma City, Okla., 202° radials; Oklahoma City, including an E alternate from Wichita Falls to Oklahoma City via INT Wichita Falls 047° and Duncan, Okla., 248° radials, Duncan, INT Duncan 011° and Oklahoma City 180° radials; Pioneer, OK., including an E alternate via INT Oklahoma City 037° and Pioneer 186° radials; Wichita, Kans.; INT Wichita 037° and Topeka, Kans., 236° radials; Topeka; St. Joseph, Mo.; Lamoni, Iowa; Des Moines, Iowa; Newton, Iowa; Waterloo, Iowa; to Waukon, Iowa.

V-78 From Huron, S. Dak., Watertown, S. Dak., including a S alternate; Darwin, Minn.; Minneapolis, Minn.; Eau Claire, Wis.; Rhinelander, Wis.; Iron Mountain, Mich.; Escanaba, Mich.; Schoolcraft County, Mich.; Pellston, Mich.; to Alpena, Mich.
The airspace northeast of the Alpena 316° radial from Alpena to 25 miles north of Alpena at and above 10,000 feet MSL is excluded during the time that the Collins Military Operations Area is activated by NOTAM.

V-79 From Hastings, Nebr., to Lincoln, Nebr.

V-80 From Akron, Colo., to North Platte, Nebr.

V-81 From the Chihuahua, Mexico, via Marfa, Tex.; Fort Stockton, Tex.; Midland, Tex.; Lubbock, Tex.; Plainview, Tex.; Amarillo, Tex., including an east alternate via INT Plainview 025° and Amarillo 163° radials; Dalhart, Tex., including a west alternate via INT Amarillo 301° and Dalhart 157° radials; Tobe, Colo.; Pueblo, Colo.; Colorado Springs, Colo.; Denver, Colo. The airspace outside the United States is excluded.

AMENDMENTS 10/4/79 44 F. R. 46790 (Changed)

V-82 From Baudette, Minn., Bemidji, Minn.; Brainerd, Minn.; Minneapolis, Minn.; Farmington, Minn.; Rochester, Minn.; Nodine, Minn.; Dells, Wis.; INT Dells 037° and Timmerman, Wis., 322° radials; 6 mi. wide Timmerman.

V-83 From Carlsbad, N. Mex., via Roswell, N. Mex.; 40 miles, 85 MSL Corona, N. Mex., including an E alternate INT Roswell 335° and Corona 124° radials, 85 MSL Corona; Otto, NM., Santa Fe, NM., including an east alternate via INT Otto 019° and Santa Fe 117° radials; Taos, NM.; Alamosa, Colo.; INT Alamosa 074° and Pueblo, Colo., 191° radials; Pueblo; INT Pueblo 004° and Colorado Springs, Colo., 153° radials; Colorado Springs, Colo.; Kiowa, Colo.

V-84 From Northbrook, Ill.; Pullman, Mich.; Lansing, Mich.; Flint, Mich.; Peck, Mich.; London, Ont., Canada; Buffalo, N. Y.; Geneseo, N. Y.; INT Geneseo 091° and Syracuse, N. Y., 242° radials; Syracuse. The airspace within Canada is excluded.

V-85 From Denver, Colo., via INT Denver 325° and Medicine Bow, Wyo., 165° radials; Medicine Bow; Casper, Wyo., including a west alternate via INT Medicine Bow 336° and Casper 216° radials; 29 miles, 48 miles 77 MSL, to Riverton, Wyo.

V-86 From Butte, Mont., Whitehall, Mont.; Bozeman, Mont.; INT Bozeman 128° and Livingston, Mont., 261° radials; Livingston; 11 miles, 25 miles, 85 MSL, Billings, Mont.; 32 miles, 35 miles, 75 MSL, Sheridan, Wyo.; 20 miles, 45 miles, 70 MSL, 63 miles, 80 MSL, Rapid City, S. Dak., including a south alternate from Sheridan, Wyo., via Gillette, Wyo., Newcastle, Wyo., to Rapid City, S. Dak.

AMENDMENTS 2/22/79 43 F. R. 59477 (Changed)

V-87 From San Francisco, Calif., INT San Francisco 359° and Scaggs Island, Calif., 182° radials; Scaggs Island; INT Napa 004° and Maxwell, Calif., 188° radials; Maxwell; Red Bluff, Calif.

AMENDMENTS 2/22/79 44 F. R. 1726 (Changed)

V-88 From Tulsa, Okla., INT Tulsa 044° and Springfield, Mo., 261° radials; Springfield; Vichy, Mo., including a south alternate from INT Springfield 058° and Forney (AAF), Mo., 266° radials; Forney (AAF), INT Forney (AAF) 046° and Vichy 216° radials; INT Vichy 091° and St. Louis, Mo., 171° radials, excluding that portion within R-4501A, R-4501B, R-4501C and R-4501D during their time of activation.
The airspace at and above 8,000 feet MSL between Vichy and the INT Vichy 091° and St. Louis, Mo., 171° radials is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

AMENDMENTS 12/28/78 43 F. R. 51010 (Changed)

V-89 From the INT of Denver, Colo., 197° and Kiowa, Colo., 246° radials; Denver; Cheyenne, Wyo., including an east alternate from Denver to Cheyenne via Gill, Colo., and INT Gill 003° and Cheyenne 131° radials; Chadron, including an E alternate from Cheyenne to Chadron via Scottsbluff, Nebr.

V-90 From Litchfield, Mich., via INT Litchfield 081° and Windsor, Ont., Canada, 265° radials; Windsor; INT Windsor 083° and Dunkirk, N. Y., 266° radials; Dunkirk. The airspace within Canada is excluded.

V-91 From Calverton, N. Y., via INT Calverton 332° and Pawling, N. Y., 139° radials; Pawling; INT Pawling 342° and Albany, N. Y., 181° radials; Albany; Glens Falls, N. Y.; INT Glens Falls 032° and Burlington, Vt., 187° radials; Burlington; Plattsburgh, N. Y.; St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENTS 11/29/79 44 F. R. 31944 (Changed) Corr: 44 F. R. 34103 Corr: 44 F. R. 46789

V-92 From Joliet, Ill., Chicago Heights, Ill.; Goshen, Ind.; Waterville, Ohio; Mansfield, Ohio; Tiverton, Ohio; Newcomerstown, 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.; including an E alternate via the INT of Baltimore 034° and Lancaster 181° radials; Wilkes-Barre, Pa.; Lake Henry, Pa.; Pawling, N. Y.; Chester, Mass.; Keene, N. H.; Concord, N. H.; Kennebunk, Maine; Navy Brunswick, Maine; Bangor, Maine; Princeton, Maine; INT Princeton 057° radial and the United States/Canadian border.

V-94 From Blythe, Calif., INT Blythe 094° and Gila Bend, Ariz., 299° radials; Gila Bend; Casa Grande, Ariz.; 55 miles, 74 miles, 95 MSL, San Simon, Ariz.; Deming, N. Mex.; Newman, Tex., including a S alternate via INT Deming 119° and Newman 271° radials; Salt Flat, Tex., including a north alternate via INT Newman 091° and Salt Flat 312° radials; Wink, Tex.; Midland, Tex.; Hyman, Tex.; Tuscola, Tex.; Acton, Tex.; Scurry, Tex.; Gregg County, Tex.; Elm Grove, La.; Monroe, La.; Greenville, Miss., including a S alternate; Holly Springs, Miss., including a N alternate via INT Greenville 021° and Holly Springs 268° radials; Jacks Creek, Tenn.; Bowling Green, Ky. The airspace within R-5103A is excluded.

V-95 From Gila Bend, Ariz., INT Gila Bend 096° and Phoenix, Ariz., 204° radials; Phoenix; 49 miles, 40 miles, 95 MSL, Winslow, Ariz., including a west alternate from Phoenis, INT Phoenix 006° and Winslow 224° radials; 52 miles, 95 MSL, Winslow; 66 miles, 39 miles, 125 MSL, Farmington, N. Mex.; Durango, Colo.; Gunnison, Colo., 15 miles, 125 MSL, 12 miles, 145 MSL, 22 miles, 157 MSL, 23 miles, 135 MSL, 9 miles, 128 MSL, Kiowa, Colo. The airspace 14,000 feet MSL and above is excluded from 23 NM northeast of Phoenix to 22 NM southwest of Winslow on V-95 and from 23 NM north of Phoenix to 26 NM southwest of Winslow on V-95W, from 1300 GMT, to 0200 GMT Monday through Friday, and other times as advised by a Notice to Airmen.

V-96 From Indianapolis, Ind., Kokomo, Ind.; Fort Wayne, Ind.; INT Fort Wayne 071° and Waterville, Ohio, 246° radials; Waterville; Windsor, Ontario, Canada, excluding the portion within Canada.

V-97 From Miami, Fla.; LaBelle, Fla., including an E alternate via INT Miami 337° and LaBelle 124° radials; St. Petersburg, Fla.; Tallahassee, Fla., Albany, Ga.; Atlanta, Ga.; INT Atlanta 001° and Knoxville, Tenn., 197° radials; Knoxville; London, Ky., including an E alternate via INT Knoxville 013° and London 141° radials; Lexington, Ky.; Cincinnati, Ohio, including a W alternate via INT Lexington 327° and Cincinnati 192° radials, and also an E alternate from London to Cincinnati via INT London 004° and Lexington 107° radials and Falmouth, Ky.; Shelbyville, Ind., INT Shelbyville 313° and Boiler, Ind., 136° radials; Boiler, including a W alternate via Indianapolis; INT Indianapolis 344° and Shelbyville 313° radials and INT Shelbyville 313° and Boiler 136° radials; to Chicago Heights, Ill. From Chicago-O'Hare, Ill.; INT Chicago-O'Hare 316° and Janesville, Wis., 112° radials; Janesville; Lone Rock, Wis., including a W alternate via INT Janesville 281° and Lone Rock 147° radials; Nodine, Minn.; Minneapolis, Minn. The airspace below 2,000 feet MSL outside the United States is excluded.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-98 From Carleton, Mich., Windsor, Ont., Canada; London, Ontario, Canada; Toronto, Ontario, Canada; Stirling, Ontario, Canada; Maseena, N. Y.; St. Jean, Quebec, Canada. The airspace within Canada is excluded.

V-99 From Bridgeport, Conn.; to Hartford, Conn.

V-100 From Medicine Bow, Wyo., Scottsbluff, Nebr.; Alliance, Nebr.; Ainsworth, Nebr.; O'Neill, Nebr.; Sioux City, Iowa; Fort Dodge, Iowa; Waterloo, Iowa; Dubuque, Iowa; Rockford, Ill.; INT Rockford 082° and Northbrook, Ill., 290° radials; Northbrook; INT Northbrook 095° and Keeler, Mich., 271° radials; Keeler; Litchfield, Mich.; INT Litchfield 104° and Carleton, Mich., 258° radials; Carleton.

V-101 From Gill, Colo., via Hayden, Colo.; Vernal, Utah; 25 miles, 25 miles 120 MSL, 22 miles 145 MSL, 20 miles 125 MSL, Salt Lake City, Utah; Ogden, Utah; 61 miles, 26 miles, 109 MSL, Burley, Idaho; INT Burley 344° and Pocatello, Idaho, 286° radials.

V-102 From Salt Flat, TX., via Carlsbad, NM., including a south alternate via INT Salt Flat 085° and Carlsbad 220° radials; Hobbs, NM.; Lubbock, TX.; Guthrie, TX.; Wichita Falls, Tex., including a S alternate via INT Guthrie 103° and Wichita Falls 247° radials.

V-103 From Greensboro, N. C., Roanoke, Va.; Elkins, W. Va.; Clarksburg, W. Va.; Bellaire, Ohio; INT Bellaire 327° and Akron, Ohio, 181° radials; Akron, Ohio; INT Akron 312° and Windsor, Ontario, Canada 134° radials; INT Windsor 134° and Salem, Mich., 117° radials; Salem. The airspace within Canada is excluded.

V-104 From Ottawa, Ontario, Canada, INT Ottawa 095° and Massena, N. Y., 330° radials; Massena; Plattsburgh, N. Y. The airspace within Canada is excluded.

V-105 From Tucson, AZ., INT Tucson 298° and Casa Grande, AZ., 145° radials; Casa Grande; Phoenix, AZ.; Prescott, Ariz.; 25 miles, 22 miles, 85 MSL, Boulder City, Nev.; Las Vegas, Nev., including an E alternate from Prescott, 25 miles, 85 MSL INT Prescott 319° and Peach Springs, Ariz., 134° radials, 8 miles, 85 MSL, Peach Springs, INT Peach Springs 305° and Las Vegas 081° radials, to Las Vegas; INT Las Vegas 266° and Beatty, Nev., 142° radials; 17 miles, 105 MSL Beatty; 105 MSL Coaldale, Nev.; 82 miles 110 MSL, to Reno, Nev., including an east alternate from Coaldale, 110 MSL via Mina, Nev., 110 MSL INT Mina 300° and Reno 135° radials, Reno.

V-106 From Johnstown, Pa.; INT Johnstown 068° and Selinsgrove, Pa., 259° radials; Selinsgrove; INT Selinsgrove 067° and Wilkes-Barre, Pa., 237° radials; Wilkes-Barre; Lake Henry, Pa., Pawling, N. Y.; Barnes, Mass.; Gardner, Mass.; 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; Avenal, Calif.; Panoche, Calif.; Oakland, Calif., including an E alternate via INT Panoche 317° and Oakland 110° radials; Point Reyes, Calif.; INT Point Reyes 306° and Ukiah, Calif., 172° radials. The portion outside the United States has no upper limit.

V-108 From Santa Rosa, Calif., via Scaggs Island, Calif.; INT Scaggs Island 131° and Concord, Calif., 276° radials; 7 miles wide (4 miles N and 3 miles S of centerline), Concord; Linden, Calif. From Colorado Springs, Colo.; Hugo, Colo.; 74 miles, 65 MSL, Goodland, Kans.; Hill City, Kans.

AMENDMENTS 2/22/79 44 F. R. 1726 (Changed)

V-109 From Panoche, Calif., via Stockton, Calif.; INT Stockton 267° and Oakland, Calif., 077° radials; Oakland.

V-110 From Deming, N. Mex., Truth or Consequences, N. Mex.

V-111 From Big Sur, Calif., via Salinas, Calif.; INT Salinas 028° and Stockton, Calif., 164° radials; to Modesto, Calif.

V-112 From Astoria, Oreg., 44 miles; 15 miles, 6-mile wide, Portland, Oreg.; The Dalles, Oreg.; including a S alternate from Portland via the Portland 110° and The Dalles 255° radials to The Dalles; INT of The Dalles 101° and Pendleton, Oreg.; 254° radials; Pendleton; 53 miles, 28 miles, 45 MSL, Spokane, Wash., including a W alternate from Pendleton via Pasco, Wash., 35 miles, 35 MSL INT Pasco 035° and Spokane 221° radials; 6 miles 35 MSL, to Spokane, and an east alternate from Pendleton via INT Pendleton 090° and Walla Walla, Wash., 215° radials, Walla Walla, 22 miles, 48 miles, 45 MSL, to Spokane; 47 miles, 105 MSL Cranbrook, British Columbia, Canada, excluding the portion within Canada.

V-113 From San Luis Obispo, Calif., Paso Robles, Calif.; Priest, Calif.; Panoche, Calif.; Stockton, Calif.; Linden, Calif.; INT Linden 046° and Reno, Nev. 208° radials; Reno; 42 miles, 24 miles, 115 MSL, 95 MSL Sod House, Nev.; 67 miles, 95 MSL, 85 MSL Rome, Oreg.; 61 miles, 85 MSL, Boise, Idaho; Salmon, Idaho; Butte, Mont.; Helena, Mont.; to Lewistown, Mont.

V-114 From Amarillo, Tex., via Childress, Tex., including a S alternate; Wichita Falls, Tex., including a S alternate via INT Childress 120° and Wichita Falls 262° radials; INT Wichita Falls 117° and Blue Ridge, Tex., 285° radials; Blue Ridge; Quitman, Tex.; Gregg County, Tex.; Alexandria, La., including a north alternate from Gregg County to Alexandria via Shreveport, La., and INT Shreveport 176° and Alexandria 302° radials; INT Baton Rouge, LA., 307° and Lafayette, LA., 042° radials; 7 miles wide (3 miles north and 4 miles south of centerline) Baton Rouge; New Orleans, LA., including a north alternate from Alexandria to New Orleans via INT Alexandria 109° and New Orleans 312° radials, excluding the portion within R-3801B, R-3801C and R-3801D.

V-115 From Crestview, Fla., INT Crestview 001° and Montgomery, Ala., 204° radials; Montgomery; INT Montgomery 323° and Vulcan, Ala., 177° radials; Vulcan; Chattanooga, Tenn., including an E alternate via INT Vulcan 097° and Gadsden, Ala., 233° radials, Gadsden and INT Gadsden 042° and Chattanooga 214° radials; Knoxville, Tenn., including a West alternate via INT Chattanooga 028° and Knoxville 243° radials; Whitesburg, Ky.; Charleston, W. Va.; Parkersburg, W. Va.; Newcomerstown, Ohio; INT Newcomerstown 038° and Franklin, Pa., 239° radials; Franklin; Tidioute, Pa.; Jamestown, N. Y.; Buffalo, N. Y.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM.

V-116 From INT Kansas City, Mo., 076° and Nepoleon, Mo. 005° radials via Macon, Mo.; Quincy, Ill.; Peoria, Ill.; to Joliet, Ill. From INT Keller, Mich., 256° and Knox, Ind., 335° radials; Keeler; Jackson, Mich.; INT Jackson 084° and Salem, Mich., 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 110° and Deer Park, N. Y., 296° radials; Deer Park. The airspace within Canada is excluded.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM.
The airspace at and above 10,000 feet MSL from Quincy to 26 miles southwest of Peoria is excluded during the time that the Allen MOA is activated by NOTAM.

V-117 From Parkersburg, W. Va.; Bellaire, Ohio; INT Bellaire 044° and Newcomerstown, Ohio, 099° radials.

V-118 From Medicine Bow, Wyo., 23 miles 85 MSL, Laramie, Wyo.; Cheyenne, Wyo.

V-119 From Newcombe, Ky., Henderson, W. Va.; Parkersburg, W. Va.; INT Parkersburg 067° and Indian Head, Pa., 254° radials; Indian Head; Clarion, Pa.; Bradford, Pa.; Wellsville, N. Y.; Geneseo, N. Y.; Rochester, N. Y.

V-120 From Mullan Pass, Idaho, 5 miles, 55 miles, 95 MSL, 43 miles, 125 MSL, Great Falls, Mont., Lewistown, Mont., including a N alternate INT Great Falls 074° and Lewistown 308° radials; 41 miles, 72 miles, 85 MSL, Miles City, Mont., 48 miles, 109 miles, 90 MSL, 38 MSL Dupree, S. Dak.; 60 miles, 38 MSL, Pierre, S. Dak.; Mitchell, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; to Waterloo, Iowa, including a north alternate via INT Mason City 106° and Waterloo 323° radials.

V-121 From Medford, Oreg., INT Medford 352° and Roseburg, Oreg., 127° radials; Roseburg; North Bend, Oreg.; Eugene, Oreg.; Redmond, Oreg.; including a N alternate via Eugene 069° and Redmond 281° radials; Kimberly, Oreg.; Baker, Oreg.; McCall, Idaho; Salmon, Idaho; to Dillon, Mont.

V-122 From Crescent City, Calif., Medford, Oreg.; 22 miles, 75 MSL INT Medford 117° and Klamath Falls, Oreg., 282° true radials; 6 miles, 75 MSL Klamath Falls; 21 miles, 90 MSL Lakeview, Oreg.; to Rome, Oreg.

V-123 From INT Washington, D. C., 065° and Baltimore, Md., 197° radials; via INT Washington, D. C., 065° and Woodstown, N. J., 230° radials; Woodstown; INT Woodstown 043° and Robbinsville, N. J., 239° radials; Robbinsville; INT Robbinsville 044° and LaGuardia, N. Y., 209° radials; LaGuardia; INT LaGuardia 034° and Carmel, N. Y., 188° radials; Carmel.

V-124 From Blue Ridge, Tex., via Paris, Tex.; Hot Springs, Ark.; Little Rock, Ark.; Gilmore, Ark.; Jacks Creek, Tenn.; Shelbyville, Tenn.; to Hinch Mountain, Tenn.

V-125 From Cape Girardeau, Mo., INT Cape Girardeau 347° and St. Louis, Mo., 148° radials; St. Louis.

V-126 From Chicago Heights, Ill., Goshen, Ind.; Waterville, Ohio; Cleveland, Ohio; Jefferson, Ohio; Erie, Pa.; Bradford, Pa.; Stonyfork, Pa.; Lake Henry, Pa.; Huguenot, N. Y.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM.

V-127 From Bradford, Ill., Polo, Ill.; Rockford, Ill.; including an E alternate from Bradford to Rockford via INT Bradford 033° and Rockford 136° radials.

V-128 From Peotone, Ill., via INT Peotone 152° and Indianapolis, Ind., 312° radials; Indianapolis; INT Indianapolis 137° and Cincinnati, Ohio, 290° radials; Cincinnati; York, Ky.; Charleston, W. Va.; Casanova, Va.

V-129 From Capital, Ill., Peoria, Ill.; Davenport, Iowa; Dubuque, Iowa; INT Dubuque 348° and Nodine, Minn., 150° radials, Nodine, including a W alternate from Dubuque to Nodine via Waukon, Iowa; Eau Claire, Wis.; Duluth, Minn.; Hibbing, Minn., including an E alternate; International Falls, Minn., including a W alternate from Hibbing, INT Hibbing 319° and International Falls 182° radials to International Falls; INT International Falls 335° radial and the United States/Canadian border.
The airspace at and above 10,000 feet MSL from Capital to 25 miles north, is excluded during the time that the Allen MOA is activated by NOTAM.

V-130 From Albany, N. Y., via Hartford, Conn.; Norwich, Conn.; INT Norwich 120° and Martha's Vineyard, Mass., 272° radials; Martha's Vineyard; to Hyannis, Mass.

V-131 From McAlester, Okla., via Okmulgee, Okla.; Tulsa, Okla.; Chanute, Kans.; Topeka, Kans.

V-132 From Cheyenne, Wyo.; Akron, Colo.; 17 miles, 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, R-4501B, R-4501C and R-4501D during their time of activation.
The airspace 6,000 feet MSL and above is excluded within the Eureka 1 MOA during the time that it is activated by NOTAM and the Eureka II MOA during the time that it is activated by NOTAM.

AMENDMENTS 12/28/78 43 F. R. 51010 (Changed)

V-133 From Fort Mill, S. C., Barretts Mountain, N. C.; Charleston, W. Va.; Zanesville, Ohio; Tiverton, Ohio; Mansfield,
Ohio; INT Mansfield 346° and Salem, Mich., 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.

V-134 From Fairfield, Utah, via Carbon, Utah; Grand Junction, Colo.; 33 miles 12 AGL, 21 miles 127 MSL, 16 miles 120 MSL, 34 miles 12 AGL, to INT Grand Junction 075° and Kremmling 203° radials.

AMENDMENTS 3/1/79 44 F. R. 11532 (Changed)

V-135 From Bard, Ariz., Blythe, Calif.; Parker, Calif.; 5 miles, 24 miles, 55 MSL, Needles, Calif.; Goffs, Calif.; 84 miles, 105 MSL Beatty, Nev.; 105 MSL INT Beatty 326° and Tonopah, Nev., 198° radials; to Tonopah, excluding the airspace above 9,000 feet MSL between Bard and Parker, and the airspace above 10,000 feet MSL between Parker and Needles. The airspace within R-4807 is excluded.

AMENDMENTS 11/29/79 44 F. R. 57083 (Changed)

V-136 From Pulaski, Va., INT Pulaski 094° and South Boston, Va., 295° radials; South Boston; Raleigh-Durham, N. C.; Fayetteville, N. C.; to Grand Strand, S. C. The airspace at and above 7,000 feet MSL from 17 miles south to 38 miles south of Fayetteville is excluded during the time that the Gamecock A Military Operations Area is activated by NOTAM.

V-137 From Imperial, Calif., INT Imperial 350° and Thermal, Calif., 122° radials; Thermal; Palm Springs, CA.; Palmdale, CA.; Gorman, CA.; Avenal, CA.; Priest, CA.; Salinas, CA., excluding the airspace above 7,000 feet MSL, between Imperial and the intersection of the Thermal 122° and the Julian, CA., 055° radials.
The airspace within R-2521 is excluded.

V-138 From Riverton, Wyo., 35 mi. 80 mi. 107 MSL, 16 mi. 85 MSL, via Medicine Bow; Cheyenne, Wyo., including a N alternate via INT Medicine Bow 106° and Cheyenne 330° radials; Sidney, Nebr. From Grand Island, Nebr., 1200 feet AGL INT of Grand Island 099° and Lincoln, Nebr., 267° true radials; 1,200 feet AGL Lincoln; 1,200 feet AGL INT of Lincoln 040° and Neola, Iowa, 253° true radials; Neola; Fort Dodge, Iowa; Mason City, Iowa; to Waukon, Iowa.

V-139 From Florence, S. C., via Wilmington, N. C.; New Bern, N. C.; INT of New Bern 006° and Norfolk, Va., 209° radials;
Norfolk; Cape Charles, Va.; Snow Hill, Md.; Sea Isle, N. J.; INT Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; INT Hampton 059° and Providence, R. I., 212° radials; Providence; 6 miles wide, Whitman, Mass.; INT Whitman 041° and Manchester, N. H., 130° radials; Kennebunk, Maine. The airspace below 2,000 feet MSL outside
the United States, the airspace below 3,000 feet MSL between the Kennedy, N. Y., 087° and 141° radials, and the airspace within R-6604 are excluded.

V-140 From Amarillo, Tex., via Sayre, Okla., including a N alternate via INT Amarillo 072° and Sayre 288° radials; Kingfisher, Okla.; INT Kingfisher 072° and Tulsa, Okla., 261° radials; Tulsa; Razorback, Ark., including a N alternate via INT Tulsa 059° and Razorback 284° radials; Harrison, Ark., Walnut Ridge, Ark.; Dyersburg, Tenn.; Nashville, Tenn., Livingston, Tenn., including a south alternate
via INT Nashville 085° and Livingston 226° radials; London, Ky., including a north alternate from Nashville to London via INT Nashville 049° and London 258° radials; Whitesburg, Ky., Bluefield
W. Va.; INT of Bluefield 071° and Montebello, Va., 250° radials; Montebello; to Casanova, Va.

V-141 From Nantucket, Mass., Hyannis, Mass.; to Boston, Mass. From Manchester, N. H., Concord, N. H.; Lebanon, N. H.; Burlington, Vt.; to Massena, N. Y.

V-143 From Fort Mill, S. C., Greensboro, N. C.; Lynchburg, Va.; Montebello, Va.; Front Royal, Va.; Martinsburg, W. Va.; Lancaster, Pa.; including an S alternate via Westminster, Md.; Pottstown, Pa.; Yardley, Pa.

V-144 From Peotone, Ill., via Fort Wayne, Ind.; Findlay, Ohio; INT Findlay 131° and Appleton, Ohio, 312° radials; Appleton; Zanesville, Ohio; Morgantown, W. Va.; Kessel, W. Va.; Linden, Va.; to INT Linden 104° and Casanova, Va., 348° radials.

V-145 From Utica, N. Y., INT Utica 303° and Watertown, N. Y., 171° radials; Watertown; INT Watertown 358° radial and the United States/Canadian border.

V-146 From Putnam, Conn.; Providence, R. I.; Martha's Vineyard, Mass.; Nantucket, Mass.

V-147 From Pottstown, Pa., via East Texas, Pa.; Wilkes-Barre, Pa.; Elmira, N. Y.; Geneseo, N. Y.; Rochester, N. Y.

V-148 From Kiowa, Colo.; Thurman, Colo.; 65 MSL INT Thurman 067° and Hayes Center, Nebr., 246° radials; Hayes Center, Nebr.; North Platte, Nebr.; O'Neill, Nebr., Sioux Falls, S. Dak.; Redwood Falls, Minn., including a S alternate, Minneapolis, Minn.; Hayward, Wis.; to Ironwood, Mich.

AMENDMENTS 2/22/79 43 F. R. 56021 (Changed)

V-149 From INT Allentown, Pa. 147° and Solberg, N. J., 227° radials; Allentown, Pa.; Lake Henry, Pa.

V-150 From San Francisco, Calif., INT San Francisco 304° and Sausalito, Calif., 232° radials; Sausalito; Sacramento, Calif.

V-151 From Hyannis, Mass., via INT Hyannis 318° and Providence, R. I., 079° radials; Providence; Gardner, Mass.; Keene, N. H.; Lebanon, N. H., including a W alternate via INT Keene 336° and Lebanon 214° radials; Montpelier, Vt., including an E alternate via Lebanon 005° and Montpelier 112° radials; Burlington, Vt.

AMENDMENTS 8/9/79 44 F. R. 34103 (Changed)

V-152 From St. Petersburg, Fla., Orlando, Fla., including a S alternate via Lakeland, Fla.; Ormond Beach, Fla., including a S alternate via INT Orlando 049° and Ormond Beach 161° radials.

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.

V-154 From Rome, Ga., via INT Rome 166° and Macon, Ga., 301° radials; Macon; via Dublin, Ga.; INT of Dublin 122° and Savannah, Ga., 279° radials; to Savannah.

V-155 From Columbus, Ga., via Augusta, Ga.; Chesterfield, S. C.; Sandhills, N. C.; Raleigh-Durham, N. C.; Lawrenceville, Va.; INT Lawrenceville 034° and Flat Rock, Va.; 171° radials; Flat Rock; to Brooke, Va. The airspace within R-6602 is excluded.

V-156 From Cedar Rapids, Iowa, via Moline, Ill.; Bradford, Ill.; Peotone, Ill.; INT Peotone 098° and Knox, Ind.; 238° radials; Knox; South Bend, Ind.; to Kalamazoo, Mich.

V-157 From Key West, Fla., Miami, Fla.; La Belle, Fla., including a W alternate from INT Miami 222° and Fort Myers, Fla., 137° radials to La Belle via INT Fort Myers 137° and La Belle 162° radials; Lakeland, Fla., including an E alternate via INT La Belle 004° and Lakeland 132° radials; Ocala, Fla.; Gainesville, Fla.; Taylor, Fla.; Waycross, Ga.; Alma, Ga.; Allendale, S. C.; Vance, S. C.; Florence, S. C. From Kinston, N. C., Tar River, N. C.; Lawrenceville, Va.; Richmond, Va.; INT Richmond 039° and Patuxent, Md., 228° radials; Patuxent; Kenton, Del.; New Castle, Del.; Robbinsville, N. J.; Colts Neck, N. J.; to Kingston, N. Y.
The airspace within R-2901A and R-6602 is excluded. The airspace at and above 7,000 feet MSL which lies within the Lake Placid Military Operations Area is excluded during the time the Lake Placid Military Operations Area is activated.

V-158 From Mason City, Iowa, INT Mason City 106° and Dubuque, Iowa, 293° radials; Dubuque; Polo, Ill.
The airspace within R-3302 is excluded.

V-159 From Fort Lauderdale, Fla., via Fort Lauderdale 339° and Vero Beach, Fla., 178° radials; Vero Beach; Orlando, Fla., Ocala, Fla., Cross City, Fla.; Greenville, Fla.; including an east alternate from Ocala to Greenville via Gainesville, Fla., excluding that airspace above 7,000 feet MSL between Gainesville and Greenville; Albany, Ga.; Eufaula, Ala.; Tuskegee, Ala.; Vulcan, Ala.; Hamilton, Ala.; Holly Springs, Miss.; Gilmore, Ark.; Walnut Ridge, Ark.; Dogwood, Mo.; Springfield, Mo.; Napoleon, Mo.; INT Napoleon 336° and St. Joseph, Mo., 132° radials; St. Joseph; INT St. Joseph 328° and Omaha, Nebr., 155° radials; Omaha; Sioux City, Iowa, including a west alternate via INT Omaha 320° and Sioux City 174° radials; Yankton, S. Dak.; Mitchell, S. Dak.

AMENDMENTS 8/9/79 44 F. R. 34105 (Changed)

V-160 From Denver, Colo., INT Denver 058° and Sidney, Nebr., 214° radials; to Sidney.

AMENDMENTS 2/22/79 44 F. R. 40 (Changed)

V-161 From Three Rivers, Tex., via Center Point, Tex.; Llano, Tex.; INT Llano 026° and Millsap, Tex., 193° radials; Millsap; Bridgeport, Tex.; Ardmore, Okla.; Okmulgee, Okla.; Tulsa, Okla.; Oswego, Kans.; Butler, Mo.; Napoleon, Mo.; Lamoni, Iowa; Des Moines, Iowa; Mason City, Iowa; Rochester, Minn., including a W alternate via INT Mason City 023° and Rochester 243° radials; INT Rochester 356° and Minneapolis, Minn., 116° radials; Minneapolis; Brainerd, Minn.; Grand Rapids, Minn.; International Falls, Minn.; to Winnipeg, Manitoba, Canada, excluding the portion within Canada.

V-162 From INT Clarksburg, W. Va., 135° and Elkins, W. Va., 098° radials; Clarksburg. From INT Martinsburg, W. Va., 130° and Harrisburg, Pa., 204° radials; via Harrisburg; East Texas, PA., including a S alternate via INT Harrisburg 087° and East Texas 225° radials; Allentown, PA.; Huguenot, NY.; INT Huguenot 032° and Pawling, NY., 259° radials to Pawling. The airspace within R-5302 is excluded.

V-163 From Matamoros, Mexico, Brownsville, Tex., 27 miles standard width, 37 miles 7 miles wide (3 miles E and 4 miles W of centerline), Corpus Christi, Tex.; 27 miles standard width, 37 miles 7 miles wide (3 miles E and 4 miles W of centerline), Corpus Christi; Three Rivers, Tex., including a west alternate via INT Corpus Christi 296° and Three Rivers 165° radials; INT Three Rivers 345° and San Antonio 168° radials; San Antonio, including a west alternate via INT Three Rivers 327° and San Antonio 183° radials; Lampasas, Tex.; Acton, Tex., including a west alternate from San Antonio to Acton via Stonewall, Tex., Llano, Tex., and INT Llano 026° and Acton 215° radials; Bridgeport, Tex.; Ardmore, Okla.; INT Ardmore 342° and Oklahoma City, Okla., 154° radials; to Oklahoma City, including a W alternate via INT Ardmore 327° and Oklahoma City 180° radials.
The airspace within Mexico is excluded.

AMENDMENTS 11/29/79 44 F. R. 53737 (Changed)

V-164 From Toronto, Ont., via Toronto 172° and Buffalo, N. Y., 294° radials; Buffalo; Wellsville, N. Y.; Stonyfork, Pa.; Williamsport, Pa.; INT Williamsport 129° and East Texas, Pa., 315° radials; East Texas.
The airspace within Canada is excluded.

V-165 From Mission Bay, Calif., INT Mission Bay 270° and Oceanside, Calif., 177° radials; Oceanside; 24 miles, 6 miles wide, Seal Beach, Calif.; 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 12 AGL, 7 miles, 115 MSL, 54 miles, 135 MSL, 81 miles, 12 AGL, Lakeview, Oreg.; 5 miles, 72 miles, 90 MSL, Redmond, Oreg.; 16 miles, 19 miles, 95 MSL, 24 miles, 75 MSL, 12 miles, 65 MSL, Newberg, Oreg.; 32 miles, 45 MSL INT Newberg 355° and Olympia, Wash., 195° radials; Olympia; INT Olympia 010° and Seattle, Wash., 249° radials; Seattle.

V-166 From Parkersburg, W. Va., Clarksburg, W. Va.; Kessel, W. Va.; Martinsburg, W. Va.; Westminster, Md.; New Castle, Del.; Woodstown, N. J.; Sea Isle, N. J.

V-167 From Hancock, N. Y.; INT Hancock 120° and Kingston, N. Y., 274° radials; Kingston; INT Kingston 100° and Hartford, Conn., 268° radials; Hartford; INT Hartford 081° and Providence, R. I., 270° radials; Providence; INT Providence 101° and Hyannis, Mass., 224° radials; Hyannis. The airspace below 2,000 feet MSL outside the United States is excluded.

V-168 From Vulcan, Ala., to INT Vulcan 113° and Talladega, Ala., 179° radials; LaGrange, Ga.

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.; to Devils Lake, N. Dak. The airspace from 4,000 feet MSL to 10,000 feet MSL between points 46 miles NE of Bismarck and 18 miles SW of Devils Lake is excluded during the time that the Devils Lake West Military Operations Area is activated by NOTAM. The airspace from 3,500 feet MSL to 10,000 feet MSL between points 18 miles SW and 29 miles SW of Devils Lake is excluded during the time that the Devils Lake East Military Operations Area is activated by NOTAM.

AMENDMENTS 6/14/79 44 F. R. 24543 (Changed)

V-170 From Devils Lake, N. Dak., via Jamestown, N. Dak.; Aberdeen, S. Dak.; Sioux Falls, S. Dak.; Worthington, Minn.; Fairmont, Minn.; including a N alternate via INT Worthington 064° and Fairmont 285° radials; Rochester, Minn.; Nodine, Minn., Dells, Wis.; INT Dells 097° and Badger, Wis., 307° radials; Badger; INT Badger 102° and Pullman, Mich., 303° radials; Pullman; Salem, Mich. From Erie, Pa., Bradford, Pa.; Slate Run, Pa.; Selinsgrove, Pa.; Ravine, Pa.; INT Ravine 125° and Modena, Pa., 318° radials; Modena; New Castle, Del.; INT New Castle 222° and Andrews, Md., 060° radials; to INT Andrews 060° and Baltimore, Md., 165° radials. The airspace within R-5802 is excluded.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM. That airspace 11,000 feet MSL and below is excluded between Jamestown VORTAC and the Devils Lake VORTAC during the time that the Devils Lake East Military Operations Area is activated by NOTAM.

V-171 From Louisville, Ky., Lewis, Ind., including an E alternate from Louisville to Lewis via INT Louisville 312° and Bloomington 153° radials, and Bloomington; Danville, Ill.; Peotone, Ill.; INT Peotone 281° and Joliet, Ill., 173° radials; Joliet.; Rockford, Ill.;
Lone Rock, Wis.; Nodine, Minn.; INT Nodine 298° and Farmington, Minn., 124° radials; Farmington; Darwin, Minn.; Alexandria, Minn.; INT Alexandria 321° and Grand Forks, N. Dak., 152° radials; Grand Forks; Roseau, Minn.

V-172 From North Platte, Nebr., via INT North Platte 073° and Wolbach, Nebr., 266° radials; Wolbach; Columbus, Nebr.; Neola, Iowa; Newton, Iowa; Cedar Rapids, Iowa; Polo, Ill.; INT Polo 088° and DuPage, Ill., 283° radials; DuPage; Chicago-O'Hare, Ill.; INT Chicago-O'Hare 091° and South Bend, Ind., 290° radials; South Bend.

V-173 From Capital, IL., via INT Capital 058° and Peotone, IL., 218° radials; INT Peotone 218° and Roberts, IL., 008° radials; INT Roberts 008° and Joliet, IL., 067° radials; Kedzie, IL., RBN.

V-174 From York, Ky., Henderson, W. Va.; Elkins, W. Va.; to Front Royal, Va.

V-175 From Malden, Mo.; Vichy, Mo.; Hallsville, Mo., including a west alternate via INT Vichy 321° and Hallsville 183° radials; Macon, Mo.; Kirksville, Mo.; Des Moines, Iowa; Sioux City, Iowa; Worthington, Minn.; Redwood Falls, Minn.; Alexandria, Minn.; Park Rapids, Minn.; Bemidji, Minn.; Roseau, Minn.
The airspace at and above 8,000 feet MSL from 43 miles northwest of Malden to Vichy is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.
The airspace below 8,000 feet MSL between lat. 37°10'00"N., lat. 37°55'00"N., is excluded during the time that the Ozark MOA is activated by NOTAM.

AMENDMENTS 4/19/79 44 F. R. 12639 (Changed)

V-176 From Pontiac, Mich., to INT Pontiac 100° and Windsor, Ontario, Canada, 057° radials, excluding the portion within Canada.

V-177 From DuPage, Ill., via Janesville, Wis.; Madison, Wis.; Stevens Point, Wis., including a west alternate via Dells, Wis.; Wausau, Wis.; Hayward, Wis.; Duluth, Minn.; to Ely, Minn., excluding the airspace 10,000 feet MSL and above Duluth to Ely.

AMENDMENTS 2/22/79 43 F. R. 56021 (Changed)

V-178 From Vichy, Mo.; Farmington, Mo.; Cape Girardeau, Mo.; Cunningham, Ky.; including a north alternate from Farmington to Cunningham via INT Farmington 115° and Cunningham 306° radials; and also a south alternate from Farmington to Cunningham via INT Farmington 145° and Cunningham 276° radials; Central City, Ky.; New Hope, Ky.; Lexington, Ky.; Bluefield, W. Va.
The airspace at and above 8,000 feet MSL between Vichy and Farmington is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

V-179 From Dublin, Ga., to INT Dublin 309° and Augusta, Ga., 263° radials.

V-180 From International Falls, Minn., to Dryden, Ontario, Canada, NDB, excluding that airspace within Canada.

V-181 From Kirksville, Mo., 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.

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.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM.

V-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.

V-186 From Santa Barbara, Calif., via INT Santa Barbara 123° and Fillmore, Calif., 265° radials; Fillmore; Van Nuys, Calif.; to Paradise, Calif.

AMENDMENTS 10/4/79 44 F. R. 45920 (Changed)

V-187 From Albuquerque, N. Mex., via Farmington, N. Mex.; including an E alternate via INT Albuquerque 345° and Farmington 128° radials; 50 miles, 62 miles 115 MSL, Grand Junction, Colo., including a west alternate from Farmington, Cortez, Colo., Dove Creek, Colo., 17 miles, 28 miles 115 MSL, to Grand Junction, excluding the airspace between the main and west alternate; 75 miles, 50 miles, 112 MSL, Rock Springs, Wyo., including a west alternate from Grand Junction 45 miles 103 MSL, 14 miles 85 MSL, Vernal, Utah, 20 miles, 110 MSL, Rock Springs, excluding the airspace between the main and this west alternate; 20 miles, 37 miles 95 MSL, INT Rock Springs 026° and Riverton, Wyo., 180° radials; Riverton; Boysen Reservoir, Wyo.; 9 miles, 78 miles, 105 MSL, Billings, Mont., including a west alternate from Boysen Reservoir, 9 miles, 56 miles, 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.; Lewiston, Idaho, Pasco, Wash.

AMENDMENTS 10/4/79 44 F. R. 42166 (Changed)

V-188 From Carleton, Mich., Jefferson, Ohio; Tidioute, Pa.; Slate Run, Pa.; Williamsport, Pa.; Wilkes-Barre, Pa.; INT Wilkes-Barre 094° and Sparta, N. J., 290° radials; Sparta. The airspace within Canada is excluded.
The airspace within a 15 NM radius of Tidioute, Pa., at and above 10,000 feet MSL to and including 17,000 feet MSL is excluded during the times that the Tidioute Military Operations Area (MOA) is activated by NOTAM.

V-189 From Tar River, N. C., Franklin, Va.; Hopewell, Va.

V-190 From Phoenix, Ariz., 54 miles, 19 miles, 95 MSL, 59 miles, 115 MSL St. Johns, Ariz., including a north alternate via INT Phoenix 051° and St. Johns 263° radials; Albuquerque, N. Mex., including a south alternate via INT St. Johns 085° and Albuquerque 229° radials; Las Vegas, N. Mex.; 19 miles, 72 miles 90 MSL, Dalhart, Tex.; 14 miles, 36 miles 60 MSL, Cage, Okla.; INT Gate 059° and Pioneer, Okla., 280° radials; Pioneer; INT Pioneer 094° and Bartlesville, Okla., 256° radials; Bartlesville; INT Bartlesville 075° and Oswego, Kans., 233° radials; Oswego; INT Oswego 085° and Springfield, Mo., 261° radials; Springfield; Maples, Mo.; Farmington, Mo., Marion, Ill.; Pocket City, Ind.
The airspace at and above 8,000 feet MSL between Maples and Farmington is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.
The airspace below 8,000 feet MSL between long. 90°34'00"W., and long. 91°30'00"W., is excluded during the time that the Ozark MOA is activated by NOTAM.

AMENDMENTS 4/19/79 44 F. R. 12639 (Changed)
AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-191 From Troy, Ill.; Decatur, Ill.; Roberts, Ill.; INT Roberts 008° and Joliet, Ill., 067° radials; Northbrook, Ill.; INT Northbrook 332° and Badger, Wis., 182° radials; Badger; Oshkosh, Wis.; Rhinelander, Wis.; Ironwood, Mich.; including an east alternate; to Duluth, Minn.

V-192 From Champaign, Ill.; Terre Haute, Ind.

V-193 From INT Pullman, Mich., 243° and South Bend, Ind., 310° radials; Pullman; INT Pullman 029° and White Cloud, Mich., 168° radials; White Cloud; Traverse City, Mich., including a W alternate via Manistee, Mich.; Pellston, Mich.; Sault Ste. Marie, Mich.

V-194 From Lafayette, La., via Baton Rouge, La.; McComb, Miss.; INT McComb 055° and Meridian, Miss., 221° radials; Meridian. From Liberty, N. C., via Raleigh-Durham, N. C.; Tar River, N. C.; Cofield, N. C.; INT Cofield 077° and Norfolk, Va., 209° radials. Tex., including a north alternate from Junction to Eagle Lake via Stonewall, Tex., and INT Stonewall 112°

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 Paradise, Calif.; Pomona, Calif.; Palmdale, Calif.; INT Palmdale 314° and Bakersfield, Calif., 137° radials; Bakersfield, excluding the airspace more than 3 miles northeast of the centerline from Palmdale to 30 miles northwest.

AMENDMENTS 10/4/79 44 F. R. 45920 (Changed)

V-198 From San Simon, Ariz., Columbus, N. Mex.; El Paso, Tex., 6 mi. wide, INT El Paso 109° and Hudspeth, Tex., 287° radials; 6 mi. wide, Hudspeth; 29 mi., 38 mi. 82 MSL, INT Hudspeth 109° and Fort Stockton, Tex., 284° radials; 18 mi. 82 MSL, Fort Stockton; 20 mi., 116 mi. 55 MSL, Junction, Tex.; San Antonio, Tex.; Eagle Lake, Tex., including a north alternate from Junction to Eagle Lake via Stonewall, Tex., and INT Stonewall 113° and Eagle Lake 270° radials; Hobby, Tex.; INT Hobby 091° and Sabine Pass, Tex., 265° radials; Sabine Pass; White Lake, La.; Tibby, La.; Harvey, La., 69 miles, 33 miles, 25 MSL, Brookley; INT Brookley 056° and Crestview 266° radials; Crestview; Marianna, Fla.; Tallahassee, Fla.; Greenville, Fla.; Taylor, Fla.; to Jacksonville, Fla.

PENDING AMENDMENT

Under V-198 "Sabine Pass; White Lake, La.;" is deleted and "Sabine Pass including a south alternate from Eagle Lake via INT Eagle Lake 116° and Scholes 273°, Scholes; Sabine Pass; White Lake, La.;" is substituted therefor.

AMENDMENTS 1/24/80 44 F. R. 68447 (Changed)

V-199 From San Francisco, Calif. INT San Francisco 304° and Ukiah, Calif., 172° radials; Ukiah; 17 miles, 23 miles 85 MSL, 18 miles 75 MSL, Red Bluff, Calif. The portion outside the United States has no upper limit.

V-200 From Ukiah, Calif., Williams, Calif.; Reno, Nev. From Fairfield, Utah, 10 miles, 35 miles 125 MSL, Myton, Utah; 30 miles 79 MSL, 31 miles, 98 MSL Meeker, Colo.; 37 miles, 26 miles, 140 MSL, 130 MSL, to Kremmling, Colo., including a N alternate via Hayden, Colo.

V-201 From Los Angeles, Calif., to Palmdale, Calif. The portion outside the United States has no upper limit.

AMENDMENTS 4/19/79 44 F. R. 11531 (Changed)

V-202 From Cochise, Ariz., via San Simon, Ariz.; Silver City, N. Mex.; Truth or Consequences, N. Mex.

V-203 From Nantucket, Mass., via INT Nantucket 255° and Norwich, Conn., 120° radials; Norwich, Chester, Mass.; INT Chester 293° and Albany, N. Y., 139° radials; Albany; Saranac Lake, N. Y.; Massena, N. Y.; St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

AMENDMENTS 8/9/79 44 F. R. 34103 (Changed)

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.

V-206 From Napoleon, Mo., via Kirksville, Mo., to Ottumwa, Iowa.

V-207 From Denver, Colo., Gill, Colo.; including a W alternate via INT Denver 004° and Gill 234° radials; to Scottsbluff, Nebr.

V-208 From Santa Catalina, Calif., via
Oceanside, Calif.; Julian, Calif.; Thermal, Calif. Twentynine Palms, Calif.; 20 miles, 24 miles 73 MSL, Needles, Calif.; Peach Springs, Ariz. From Page, Ariz., via Hanksville, Utah; Carbon, Utah; Myton, Utah; 79 MSL, Vernal, Utah, 25 miles, 105 MSL, Cherokee, Wyo.,
excluding the airspace above 10,000 feet MSL between Twentynine Palms and Needles.
The airspace within R-2503 and the airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

AMENDMENTS 4/19/79 44 F. R. 11531 (Changed)

V-209 From Semmes, Ala., via INT Semmes 356° and Eaton, Miss., 080° radials; Kewanee, Miss.; Brookwood, Ala.; to Vulcan, Ala.

V-210 From Los Angeles, Calif., INT Los Angeles 083° and Pomona, Calif., 240° radials; Pomona; INT Daggett, Calif., 229° and Hector, Calif., 263° radials; Hector; Goffs, Calif.; 13 miles, 23 miles 71 MSL, 85 MSL, Peach Springs, Ariz.; Grand Canyon, Ariz.; Tuba City, Ariz.; 10 mi. 90 MSL, 91 mi. 105 MSL, Farmington, N. Mex.; Alamosa, Colo., including a south alternate via INT Farmington 086° and Alamosa 232° radials; INT Alamosa 074° and Lamar, Colo., 250° radials; 40 miles, 51 miles, 65 MSL, Lamar; 13 miles, 79 miles, 55 MSL, Liberal, Kans.; INT Liberal 137° and Oklahoma City, Okla., 282° radials; Oklahoma City; INT Oklahoma City 109° and Okmulgee, Okla., 241° radials; Okmulgee. From Indianapolis, Ind., Muncie, Ind.;
Rosewood, Ohio; Tiverton, Ohio; Briggs, Ohio; INT Briggs 044° and Akron, Ohio, 088° radials; INT Akron 088° and Youngstown, Ohio, 116° radials; INT Youngstown 116° and Clarion, Pa., 222° radials; Revloc, Pa.; INT Revloc 096° and Lancaster, Pa., 286° radials; Lancaster, Pa.; INT Lancaster 095° and Yardley, Pa., 255° radials; to Yardley.

V-211 From INT Alamosa, Colo., 232° and Durango, Colo., 110° radials via Durango; INT of Durango 286° and Cortez, Colo., 115° radials; to Cortez, including a W alternate via INT Durango 249° and Cortez 150° radials.

AMENDMENTS 8/9/79 44 F. R. 34102 (Changed)

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 Grand Strand, S. C., via Wilmington, N. C.; INT Wilmington 352° and Tar River, N. C., 191° radials; Tar River;
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.

V-214 From Kokomo, Ind., via Marion, Ind.; Muncie, Ind.; Richmond, Ind.; INT Richmond 097° and Appleton, Ohio, 236° radials; INT Appleton 236°
and Zanesville, Ohio, 274° radials; Zanesville; Bellaire, Ohio; INT Bellaire, 108° and Indian Head, Pa., 254° radials; Indian Head; Martinsburg, W. Va.; INT Martinsburg 094° and Baltimore, Md., 300° radials; to Baltimore.

AMENDMENTS 4/19/79 44 F. R. 9741 (Changed) Corr: 44 F. R. 18003

V-215 From INT Muskegon, Mich., 208° and Pullman, Mich., 261° radials; Muskegon; White Cloud, Mich.; to Gaylord, Mich.

V-216 From Lamar, Colo., Hill City, Kans.; Mankato, Kans.; Pawnee City, Nebr.; Laroni, Iowa; Ottumwa, Iowa; Iowa City, Iowa; INT Iowa City 062° and Janesville, Wis., 240° radials; Janesville; INT Janesville 076° and Muskegon, Mich., 252° radials; Muskegon; Saginaw, Mich.; Peck, Mich., including a southern alternate via INT Saginaw 131° and Peck 270° radials; Kleinburg, Ont., Canada. The airspace within Canada is excluded.

V-217 From Chicago-O'Hare, Ill.; INT Chicago-O'Hare 019° and Badger, Wis., 137° radials; INT Chicago Heights, Ill., 358° and Milwaukee 121° radials; Badger; Green Bay, Wis.; Rhinelander, Wis.; Duluth, Minn.; Hibbing, Minn.; Baudette, Minn.; INT Baudette 313° and Winnipeg, Manitoba, 117° radials; to Winnipeg. The airspace within Canada is excluded. In addition, the portion of this airway which lies within the Beaver MOA is excluded during the times the Beaver MOA is activated.

V-218 From Grand Rapids, Minn., via Minneapolis, Minn.; Waukon, Iowa; to Rockford, Ill. From Keeler, Mich., via Lansing, Mich.; Pontiac, Mich.; INT Pontiac 112° and Windsor, Ont., 320° radials; Windsor; INT Windsor 134° and Akron, Ohio, 312° radials; to Akron. The airspace within Canada is excluded.

V-219 From Hayes Center, Nebr., INT Hayes Center 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., 325° radials; Denver; INT Denver 058° and Akron, Colo., 273° radials; Akron; INT Akron 094° and McCook, Nebr., 264° radials; McCook; INT McCook 072° and Grand Island, Nebr., 241° radials; Kearney, Nebr.; Hastings, Nebr.; Columbus, Nebr.

V-221 From Bible Grove, Ill., via INT Bible Grove 087° and Bloomington, Ind., 253° radials; Bloomington; Shelbyville, Ind.; Muncie, Ind.; Fort Wayne, Ind.; Litchfield, Mich.; Jackson, Mich.; INT Jackson 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.; Stonewall, Tex.; INT Stonewall 113° and Industry, Tex., 267° radials; Industry; INT Industry 101° and Humble 259° radials; Humble; Beaumont, Tex.; Lake Charles, La.; McComb, Miss.; Eaton, Miss.; Monroeville, Ala.; Montgomery, Ala.; LaGrange, Ga.; to INT LaGrange 048° and Columbus, Ga., 010° radials. From INT Toccoa, Ga., 222° and Harris, Ga., 187° radials via Toccoa; Sugarloaf Mountain, N. C.; Barretts Mountain, N. C.; Lynchburg, Va.; INT Lynchburg 058° and Brooke, Va., 230° radials; Brooke; to INT Brooke 045° and Richmond, Va., 009° radials; including an N alternate from Lynchburg via Gordonsville, Va.

V-223 From Flat Rock, Va.; to INT Flat Rock 005° and Brooke, Va., 300° radials.

V-224 From Marquette, Mich.; to Schoolcraft County, Mich.

V-225 From Key West, Fla., 30 miles, 72 miles, 17 AGL, Fort Myers, Fla., including an E alternate from Key West, 30 miles, 77 miles 17 AGL to Fort Myers; La Belle, Fla.; Vero Beach, Fla. The portion of V-225 E alternate outside the United States has no upper limit.

V-226 From INT Franklin, Pa., 175° and Clarion, Pa., 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 Boiler, Ind., via Roberts, Ill.; Pontiac, Ill.; INT Pontiac 332° and Rockford, Ill., 179° radials; to Rockford.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-228 From Northbrook, Ill., INT Northbrook 111° and South Bend, Ind., 290° radials; South Bend, including a N alternate via INT Northbrook 095° and South Bend 310° radials.

V-229 From Atlantic City, N. J., via INT of Atlantic City 055° and Kennedy, N. Y., 194° radials; Kennedy; Madison, Conn.; Hartford, Conn.; INT Hartford 044° and Gardner, Mass., 195° radials; Gardner; Keene, N. H.; INT Keene 336° and Burlington, Vt., 160° radials; Burlington. The airspace within R-5002A, R-5002B and R-5002E is excluded during their times of use. The airspace within V-139, V-308 airways; the airspace below 2,000 feet MSL outside the United States and the airspace above 7,000 feet MSL between the INT of Atlantic City 055° and Kennedy 194° radials and Kennedy is excluded.

AMENDMENTS 8/9/79 44 F. R. 34112 (Changed)

V-230 From INT Big Sur, Calif., 325° and Salinas, Calif., 281° radials; Salinas; Panoche, Calif., including a S alternate via INT Salinas 100° and Panoche 245° radials; Fresno, Calif.; Friant, Calif.; to Mina, Nev. The portion outside the United States has no upper limit.

V-231 From Burley, Idaho, via Salmon, Idaho; Missoula, Mont.; to Kalispell, Mont.

V-232 From INT of the Cleveland, Ohio, 024° and the Chardon, Ohio, 281° radials, via Chardon; Franklin, Pa.; Keating, Pa.; Milton, Pa.; Broadway, N. J.; INT of Broadway 112° and LaGuardia, N. Y., 209° radials; to LaGuardia.

V-233 From Capital, IL., via Roberts, IL.; Knox, IN.; Goshen, IN.; Litchfield, MI.; Lansing, MI.; Mount Pleasant, Mich.; INT Mount Pleasant 351° and Gaylord, Mich., 207° radials; Gaylord; to Pellston, Mich.; including a west alternate from Mount Pleasant to Pellston via Traverse City, Mich.

V-234 From Anton Chico, N. Mex.; INT Anton Chico 067° and Dalhart, Tex., 243° radials; Dalhart; Liberal, Kans.; 32 miles, 74 miles, 65 MSL, Hutchinson, Kans.; Emporia, Kans.; Butler, Mo.; Vichy, Mo.; INT Vichy 091° and Centralia, Ill., 253° radials; Centralia.
The airspace at and above 8,000 feet MSL between Vichy and the INT of Vichy 091° and St. Louis, Mo., 171° radials is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

V-235 From Fairfield, Utah, 10 miles, 15 miles, 135 MSL, 46 miles, 125 MSL, Fort Bridger. From Rock Springs, Wyo., 20 miles, 41 miles, 95 MSL, 37 miles, 107 MSL, Casper, Wyo., to Newcastle, Wyo.

AMENDMENTS 2/22/79 43 F. R. 59477 (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.
The airspace at and above 8,000 feet MSL between Maples and the INT of Maples 052° and Farmington, Mo., 327° radials is excluded during the time that the Meramec Military Operations Area is activated by NOTAM.

V-239 From Forney, Mo., INT Forney 358° and Hallsville, Mo., 183° radials; Hallsville.
The airspace within R-4501A, R-4501B, R-4501C and R-4501D is excluded during their time of activation.

AMENDMENTS 12/28/78 43 F. R. 51010 (Changed)

V-240 From New Orleans, La., via INT New Orleans 085° and Harvey, La., 065° radials; INT Brookley, Ala., 246° and Semmes, Ala., 224° radials; to Semmes.

V-241 From Semmes, Ala., via Crestview, Fla.; INT Crestview 076° and Wiregrass, Ala., 232° radials; Wiregrass; Eufaula, Ala.; Columbus, Ga.; to the INT Columbus 010° and LaGrange, Ga., 048° radials; including a west alternate from Wiregrass via INT Wiregrass 002° and LaGrange 191° radials, and LaGrange.

V-242 From International Falls, Minn., to Atikokan, Ontario, Canada, NDB, excluding that airspace within Canada.

V-243 From Jacksonville, Fla., INT Jacksonville 318° and Waycross, Ga., 126° radials, Waycross; Vienna, Ga.; LaGrange; INT LaGrange 342° and Chattanooga, Tenn., 189° radials: Chattanooga: Bowling Green, Ky.; Lewis, Ind.

V-244 From Oakland, Calif., INT Oakland 077° and Stockton, Calif., 267° radials; Stockton, including a S alternate INT Oakland 110° and Stockton 246° radials; 76 miles 12 AGL, 27 miles 145 MSL, 59 miles 12 AGL, Coaldale, Nev.; Tonopah, Nev.; 40 miles 115 MSL Wilson Creek, Nev.; 28 miles 115 MSL, Milford, Utah, Hanksville, Utah; 63 miles, 13 miles 140 MSL, 36 miles 115 MSL, Montrose, Colo.; Gunnison, Colo.; 33 miles, 122 MSL, 27 miles, 155 MSL, Pueblo, Colo.; 18 miles, 48 miles, 60 MSL, Lamar, Colo.; 20 miles, 116 miles 65 MSL, Hays, Kans.; Salina, Kans. The airspace within R-2531A and R-2531B is excluded.

AMENDMENTS 11/29/79 44 F. R. 57080 (Changed)

V-245 From Alexandria, La., via Natchez, Miss.; Jackson, Miss.; Bigbee, Miss., excluding the airspace at and above 8.000 feet MSL from Jackson to Bigbee.

V-246 From Nodine, Minn., INT Nodine 055° and Stevens Point, Wis., 255° radials; to Stevens Point.

V-247 From Scottsbluff, Nebr., 75 MSL, INT Scottsbluff 307° and Douglas, Wyo., 109° radials, 75 MSL, Douglas; 90 miles 75 MSL, to Crazy Woman, Wyo.

V-248 From Paso Robles, Calif., Avenal, Calif.; Bakersfield, Calif.

V-249 From Sparta, N. J., INT Sparta, N. J., 023° and DeLancey, N. Y., 131° radials; DeLancey; Utica, N. Y.

V-250 From O'Neill, Nebr.; Yankton, S. Dak.; Worthington, Minn.; Mankato, Minn.

V-251 From Decatur, Ill., via Champaign, Ill.; Danville, Ill.; to Boiler, Ind.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-252 From Buffalo, N. Y., Geneseo, N. Y.; Binghamton, N. Y.; Huguenot, N. Y.

V-253 From Fairfield, Utah, INT Fairfield 326° and Salt Lake City, 265° radials; 24 miles, 85 MSL Bonneville; 5 miles,
85 MSL, 90 MSL Lucin, Utah; 14 miles, 90 MSL 19 miles, 105 MSL, Twin Falls, Idaho; Boise, Idaho; 42 miles;
99 MSL McCall, Idaho; 11 miles 99 MSL, 33 miles 115 MSL, Lewiston, Idaho; Pullman, Wash.; Spokane, Wash.

V-254 From Douglas, Wyo., via Gillette, Wyo., to Miles City, Mont.

AMENDMENTS 2/22/79 43 F. R. 59477 (Added)

V-255 From Garden City, Kans., to Hays, Kansas.

V-256 From Pioneer, Okla., to Hutchinson, Kans.

V-257 From Pheonix, Ariz., Prescott, Ariz.; INT Prescott 003° and Grand Canyon, Ariz., 211° radials; Grand Canyon; 38 miles 12 AGL, 24 miles 125 MSL, 16 miles 95 MSL, 26 miles 12 AGL, Bryce Canyon, Utah; INT Bryce Canyon 338° and Delta, Utah, 186° radials,
Delta; 39 miles, 105 MSL INT Delta 004° and Malad City, Idaho, 179° radials; 20 miles, 118 MSL, Malad City; Pocatello, Idaho; DuBois, Idaho; Dillon, Mont.; Butte, Mont.; 22 miles, 85 MSL INT Butte 002° and Helena, Mont., 272° radials; INT Helena 272° and Great Falls, Mont., 222° radials; Great Falls; 73 miles, 56 MSL, Havre, Mont. The airspace within R-6401 and R-6403 is excluded.

V-258 From Charleston, W. Va., Beckley, W. Va.; INT Beckley 125° and Roanoke, Va., 288° radials; Roanoke; INT Roanoke 145° and Danville, Va., 320° radials; Danville.

V-259 From Grand Strand, S. C., via Florence, S. C.; Chesterfield, S. C.; Fort Mill, S. C.; to Holston Mountain, Tenn.

AMENDMENTS 11/29/79 44 F. R. 57076 (Rewritten)

V-260 From Charleston, W. Va., Rainelle, W. Va.; Roanoke, Va., Lynchburg, Va.; Flat Rock, Va.; Richmond, Va.; Hopewell. Va.: Franklin. Va.: to Cofield. N.C.

V-261 From Wichita, Kans., via INT Wichita 022° and Manhattan, Kans., 213° radials; to Manhattan.

V-262 From Peoria, Ill., Bradford, Ill.; Joliet, Ill.; Kedzie, Ill., RBN.

V-263 From Cimarron, N. Mex., Tobe, Colo., 54 miles, 69 MSL, Lamar, Colo.; 17 miles, 63 MSL Hugo, Colo.; INT Hugo 337° and Denver, Colo., 094° radials to Denver. From Pierre, S. Dak., Aberdeen, S. Dak.

AMENDMENTS 2/22/79 44 F. R. 40 (Changed)

V-264 From Los Angeles, Calif., INT Los Angeles 061° and Pomona, Calif., 269° radials; 6 miles wide, Pomona; Twentynine Palms, Calif., including a S alternate from Los Angeles to Twentynine Palms via Paradise, Calif., and Palm Springs, Calif.; 17 miles, 28 miles 55 MSL, Parker, Calif. From Prescott, Ariz.;
Winslow, Ariz.; St. Johns, Ariz.; 55 miles, 25 miles, 115 MSL, Socorro, N. Mex.; Corona, N. Mex.;
15 miles, 35 miles 105 MSL, Tucumcari, N. Mex.

AMENDMENTS 10/4/79 44 F. R. 45920 (Changed)

V-265 From INT Washington, D. C., 043° and Westminster, Md., 179° radials; via Westminster; Harrisburg, Pa.; Philipsburg, Pa.; Keating, N. Y.; Bradford, Pa.; Jamestown, N. Y.; Dunkirk, N. Y.

V-266 From Barretts Mountain, N. C., South Boston, Va.; Lawrenceville, Va.; Franklin, Va.

V-267 From Biscayne Bay, Fla., INT Biscayne Bay 340° and Pahokee, Fla., 150° radials; Pahokee; Orlando, Fla., including an east alternate from Biscayne Bay, INT Biscayne Bay 340° and Palm Beach, Fla., 201° radials; Palm Beach; INT Palm Beach 326° and Orlando 162° radials; Jacksonville, Fla., including an E alternate from Orlando to INT Ormond Beach, Fla., 308° and Jacksonville 174° radials via Ormond Beach; INT Jacksonville 333° and Dublin, Ga., 152° radials; Dublin; Athens, Ga.; INT Athens 340° and Harris, Ga., 148° radials; Harris; Knoxville, Tenn.

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 INT Ely 007° and Bonneville, Utah, 272° radials; Wells, Nev.; Twin Falls, Idaho; Burley, Idaho; Pocatello, Idaho; Salmon, Idaho; McCall, Idaho; Wildhorse, Oreg.; to Redmond, Oreg. The airspace 11,000 feet MSL and above is excluded from 42 miles to 68 miles northwest of Wildhorse from 0600 to 2400 hours local time, and other times that the Juniper Military Operations Area (MOA) is activated by NOTAM.

AMENDMENTS 11/29/79 44 F. R. 57078 (Changed)

V-270 From Erie, Pa., Jamestown, N. Y.; Wellsville, N. Y.; Elmira, N. Y.; Binghamton, N. Y.; DeLancey, N. Y.; Chester, Mass.

V-271 From Muskegon, Mich., Manistee, Mich.; to Escanaba, Mich.

V-272 From Dalhart, Tex., via Borger, Tex.; Sayre, Okla.; Oklahoma City, Okla., including a N alternate via INT Sayre 070° and Oklahoma City 282° radials and also a S alternate via INT Sayre 101° and Oklahoma City 242° radials; to McAlester, Okla.

V-273 From INT Sparta, N. J., 133° and Solberg, N. J., 051° radials; Sparta; INT Sparta 331° and Hancock, N. Y., 148° radials; Hancock; Georgetown, N. Y.; 6 mi. wide, Syracuse, N. Y.

V-274 From Pullman, Mich., Grand Rapids, Mich.; Saginaw, Mich.

V-275 From Cincinnati, Ohio, INT Cincinnati 006° and Dayton, Ohio, 207° radials; Dayton, including a W alternate from Cincinnati to Dayton via INT Cincinnati 336° and Richmond, Ind., 190° radials, and Richmond; INT Dayton 007° and Salem, Mich., 202° radials; Salem.

V-276 From Erie, Pa., via Franklin, Pa.; Clarion, Pa.; Tyrone, Pa.; INT Tyrone 096° and Ravine, Pa., 279° radials Ravine; Yardley, Pa.; Robbinsville, N. J.; INT Robbinsville 112° and Sea Isle, N. J., 050° radials. The airspace below 2,000 feet MSL outisde the United States is excluded.

V-277 From Rosewood, Ohio, Fort Wayne, Ind.; Keeler, Mich.

V-278 From Texico, N. Mex., via Plainview, Tex.; Guthrie, Tex.; Bridgeport, Tex.; Blue Ridge, Tex.; Paris, Tex.; Texarkana, Ark.; Monticello, Ark.; Greenville, Miss.; Greenwood, Miss.; Bigbee, Miss.; Vulcan, Ala., including a S alternate from Bigbee to Vulcan via INT Bigbee 082° and Tuscaloosa, Ala., 304° radials, and Tuscaloosa, excluding the airspace between the main and this alternate airway.

V-279 From the Columbus, Ohio, RBN, INT Findlay, Ohio, 146° and Rosewood, Ohio, 045° radials; 7 miles wide (4 miles northeast and 3 miles southwest of the centerline) to Findlay.

V-280 From Ciudad Juarez, Mex., via El Paso, Tex.; INT El Paso 070° and Pinon, N. Mex., 219° radials; Pinon; Roswell, N. Mex.; INT Roswell 063° and Texico, N. Mex., 216° radials; Texico, including a south alternate via INT Roswell 080° and Texico 216° radials; INT Texico 021° and Amarillo, Tex., 252° radials; Amarillo, including a south alternate from Texico to Amarillo via INT Texico 044° and Amarillo 252° radials; Gage, Okla.; INT Gage 025° and Hutchinson, Kans., 234° radials; Hutchinson; INT Hutchinson 062° and Topeka, Kans., 236° radials; to Topeka. The airspace within Mexico is excluded.

V-281 From Moses Lake, Wash., to Pasco, Wash.

V-282 From Saranac Lake, N. Y., St. Eustache, Quebec, Canada. The airspace within Canada is excluded.

V-283 From Seal Beach, Calif.; March, Calif.; INT March 007° and Hector, Calif., 226° radials; Hector.

V-284 From Sea Isle, N. J.; INT Sea Isle 008° and Millville, N. J., 150° radials; Millville.

V-285 From Indianapolis, Ind., via Kokomo, Ind.; including an E alternate via INT Indianapolis 038° and Kokomo 182° radials; Goshen, Ind.; INT of the Goshen 038° and the Kalamazoo, Mich., 191° radials; Kalamazoo; INT Kalamazoo 014° and Grand Rapids,
Mich., 167° radials; Grand Rapids; to White Cloud, Mich.

V-286 From Elkins, W. Va., via Casanova, Va.; INT Casanova 142° and Brooke, Va., 300° radials; Brooke; to Cape Charles, Va.

V-287 From Medford, Oreg., North Bend, Oreg.; Newberg, Oreg., including a west alternate from North Bend to Newberg via Newport, Oreg., and including an east alternate from Medford to the INT Corvallis, Oreg., 352° and Newberg 204° radials via Roseburg, Oreg., INT Roseburg 003° and Eugene, Oreg., 187° radials, Eugene, and Corvallis; Portland, Oreg.,
including an east alternate via INT Newberg 069° and Portland 196° radials; 20 miles, 51 miles, 45 MSL, Olympia, Wash.; INT Olympia 010° and Seattle, Wash., 329° radials; INT Seattle 329° and Port Angeles, Wash., 090° radials; Port Angeles; Tatoosh, Wash. The airspace within Canada is excluded.

V-288 From Lucin, Utah, 50 miles, 85 MSL, INT Lucin 080° and Fort Bridger, Wyo., 278° radials; 17 miles, 50 miles, 105 MSL, Fort Bridger.

V-289 From Beaumont, Tex., via INT Beaumont 323° and Lufkin, Tex., 161° radials; Lufkin, including an E alternate; Gregg County, Tex.; Texarkana, Ark.; Fort Smith, Ark.; Harrison, Ark.; Dogwood, Mo.; Forney, Mo.; INT 046° and Vichy, Mo., 216° radials; to Vichy.
The airspace within R-4501A, R-4501B, R-4501C and R-4501D is excluded during their time of activation.

AMENDMENTS 12/28/78 43 F. R. 51010 (Changed)

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.

V-293 From Grand Canyon, Ariz., via Page, Ariz.; INT Page 340° and Bryce Canyon, Utah; 120° radials; Bryce Canyon; Cedar City, Utah; 37 miles, 108 MSL Wilson Creek, Nev.; 5 miles, 108 MSL,
37 miles, 115 MSL, Ely, Nev.; 125 MSL Elko, Nev.;
28 miles, 57 miles, 99 MSL, Twin Falls, Idaho; 37 miles, 33 miles, 87 MSL, 76 miles, 113 MSL, 99 MSL McCall, Idaho.

V-294 From Des Moines, Iowa, INT Des Moines 086° and Cedar Rapids, Iowa, 238° radials; Cedar Rapids; to Davenport, Iowa.

V-295 From Biscayne Bay, Fla., INT Biscayne Bay 015° and Vero Beach, Fla., 143° radials; Vero Beach, INT Vero Beach, 296° and Orlando, Fla., 162° radials; Orlando; INT Orlando 283° and Ocala, Fla., 156° radials; Ocala; Cross City, Fla.; to Tallahassee, Fla. The portion outside the United States has no upper limit.

V-296 From Fort Mill, S. C.; 27 MSL INT Fort Mill 093° and Fayetteville, N. C.,
267° radials; 27 MSL Fayetteville; Wilmington, N. C.

V-297 From Johnstown, Pa.; INT Johnstown 320° and Clarion, Pa., 176° radials; INT Johnstown 315° and Clarion, Pa., 222° radials; INT Clarion 269° and Youngstown, Ohio, 116° radials; Akron, Ohio; INT Akron 298° and Carleton, Mich., 120° radials; 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 10/4/79 44 F. R. 42167 (Changed)

V-298 From Seattle, Wash., INT Seattle 107° and Yakima, Wash., 331° radials to Yakima, INT Yakima 129° and Pasco, Wash., 276° radials; Pasco; including a north alternate from Yakima to Pasco; Pendleton, Oreg., 74 miles, 43 miles 115 MSL, 99 MSL via McCall, Idaho; 41 mi. 99 MSL, 89 mi. 145 MSL, Dubois, Idaho; 68 mi., 130 MSL Dunoir, Wyo.; 62 miles 135 MSL, Boysen Reservoir, Wyo.; 9 miles, 34 miles 105 MSL, Casper, Wyo., including a south alternate from Dunoir 43 miles 130 MSL, 15 miles 110 MSL, via Riverton, Wyo., 19 miles, 48 miles 77 MSL, Casper; to Gillette, Wyo.; excluding the airspace between the main and the south alternate.

AMENDMENTS 2/22/79 43 F. R. 59477 (Changed)
AMENDMENTS 6/14/79 44 F. R. 21766 (Changed) Corr: 44 F. R. 25834

V-299 From Los Angeles, Calif., INT Los Angeles 291° and Fillmore, Calif., 163° radials; Ventura, Calif.; Fillmore; to Gorman, Calif. The airspace within R-2519 more than 3 statute miles N of Ventura 155° and 331° radials, the airspace within R-2519 below 5,000 feet MSL, and the airspace within R-2520 is excluded. The portion outside the United States has no upper limit.

V-300 From Victoria, British Columbia, Canada, RR to Vancouver, British Columbia, Canada. From Thunder Bay, Ontario, Canada, Sault Ste. Marie, Mich.; to Wiarton, Ont., Canada. From Sherbrooke, Quebec, Canada, 86 miles 52 MSL, Millinocket, Maine; Fredericton, New Brunswick, Canada. The airspace within Canada is excluded.

V-301 From Point Reyes, Calif., Santa Rosa, Calif.; Williams, Calif.

V-302 From Augusta, Maine, INT Augusta 123° and Bangor, Maine, 192° radials.

V-303 From Hot Springs, Ark., Fort Smith, Ark.

V-304 From Amarillo, Tex., via Borger, Tex.; Liberal, Kans., including a W alternate via INT Borger 354° and Liberal 234° radials; 15 miles, 79 miles 55 MSL, Lamar, Colo.

V-305 From El Dorado, Ark., Little Rock, Ark.; Walnut Ridge, Ark.; Malden, Mo.; Cunningham, Ky.

V-306 From Junction, Tex., via INT Junction 099° and Austin, Tex., 279° radials; Austin; Navasota, Tex.; including a south alternate from Austin via INT Austin 109° and College Station, Tex., 240° radials; INT College, Tex., 240° and Industry, Tex., 310° radials; INT Navasota 084° and Daisetta, Tex., 283° radials; Daisetta; including a south alternate from Navasota via Humble, Tex.; to Daisetta; Lake Charles, La., including a south alternate from Daisetta to Lake Charles via Beaumont.

V-307 From Harrison, Ark., via Neosho, Mo.; Oswego, Kans.; Chanute, Kans.; Emporia, Kans.; INT of Emporia 336° and Pawnee City, Nebr., 193° radials; Pawnee City; Omaha, Nebr.

V-308 From INT Kenton, Del., 217° and Sea Isle, N. J., 256° radials, via Sea Isle; INT Sea Isle 050° and Hampton, N. Y. 223° radials; Hampton; INT Hampton 059° and Norwich, Conn., 177° radials; Norwich; Putnam, Conn.; INT Putnam 043° and Boston, Mass., 251° radials; Boston. The airspace below 2,000 feet MSL that lies outside the United States and the airspace below 3,000 feet MSL between Kennedy, N. Y., 087° and 141° radials is excluded.

V-309 From Charleston, W. Va.; INT Charleston 034° and Morgantown, W. Va., 284° radials; Bellaire, Ohio.

V-310 From Louisville, Ky., London, Ky.; Holston Mountain, Tenn.; INT Holston Mountain 104° and Greensboro, N. C., 280° radials; Greensboro; INT Greensboro 105° and Raleigh-Durham, N. C., 275° radials; Raleigh-Durham; Tar River, N. C.; Elizabeth City, N. C.

V-311 From the INT of Harris, Ga., 187° and Toccoa, Ga., 222° radials via INT Toccoa 222° and Electric City, S. C., 274° radials; Electric City; Greenwood; S. C.; Columbia, S. C.

V-312 From INT Andrews, Md., 060° and Baltimore, Md., 165° radials, via INT Andrews 060° and Woodstown, N. J., 230° radials; Woodstown; INT Woodstown 065° and Coyle, N. J., 264° radials; Coyle; INT Coyle 090° and Sea Isle, N. J., 050° radials. The airspace within R-5002D, the airspace below 2,000 feet MSL outside the United States, and the airspace above 8,000 feet MSL between Woodstown and Coyle is excluded.

AMENDMENTS 8/9/79 44 F. R. 34112 (Changed)

V-313 From Malden, Mo., Cape Girardeau, Mo.; Centralia, Ill.; Decatur, Ill.; Pontiac, Ill.

V-314 From Quebec, Province of Quebec, Canada, 99 miles 55 MSL, Millinocket, Maine; Princeton, Maine; St. John, New Brunswick, Canada. The airspace within Canada is excluded.

V-315 From Paris, Tex., Rich Mountain, Okla.

V-316 From Ironwood, Mich.; Marquette, Mich.; 15 miles, 100 miles 40 MSL, Sault Ste. Marie, Mich.; Sudbury, Ontario, Canada. The airspace within Canada is excluded.

V-318 From Quebec, Province of Quebec, Canada, 81 miles 65 MSL, 26 miles 85 MSL, Houlton, Maine. The airspace within Canada is excluded.

V-319 From Boysen Reservoir, Wyo., Worland, Wyo.; Cody, Wyo.

V-320 From Peck, Mich., Toronto, Ont., Canada. The airspace within Canada is excluded.

V-321 From Albany, Ga., via Columbus, Ga.; LaGrange, Ga.; INT LaGrange 342° and Gadsden, Ala., 124° radials; Gadsden; INT Gadsden 333° and Rocket, Ala., 149° radials; Rocket, Shelbyville, Tenn.; Livingston, Tenn.

V-322 From Concord, N. H., INT Concord, 022° and Berlin, N. H., 161° radials; Berlin, N. H.; Sherbrooke, Quebec, Canada. The airspace within Canada is excluded.

V-323 From Montgomery, Ala., via Eufaula, Ala.; Macon, Ga.; INT Macon 341° and Dublin, Ga., 309° radials; to INT Dublin 309° and Augusta, Ga., 263° radials.

V-324 From Crazy Woman, Wyo., to Gillette, Wyo.

AMENDMENTS 2/22/79 43 F. R. 59477 (Added)

V-325 From Columbia, S. C.; Athens, Ga.; INT Athens 288°
and Toccoa, Ga., 222° radials to INT Toccoa 222°and Harris, Ga., 187° radials. From INT Gadsden, Ala., 091° and Rome, Ga., 133° radials via Gadsden; Muscle Shoals, Ala., including an
E alternate via INT Gadsden 318° and Decatur, Ala., 130° radials, and Decatur.

V-326 From Fillmore, Calif., INT Fillmore 163° and Van Nuys, Calif., 270° radials; Van Nuys.

V-327 From Phoenix, Ariz.; Flagstaff, Ariz.
The airspace 14,000 feet MSL and above is excluded from 23 NM north of Phoenix to 29 NM south of Flagstaff, from 1300 GMT to 0200 GMT, Monday through Friday, and other times as advised by a Notice to Airmen.

V-328 From Jackson, Wyo., via Big Piney, Wyo.; 53 miles 95 MSL, Rock Springs, Wyo.; Hayden, Colo.; Kremmling, Colo.: INT Kremmling 145° and Denver, Colo., 225° radials; to Denver.

V-329 From INT Crestview, Fla., 091° and Eglin, Fla., 003° radials, INT Eglin 003° and Montgomery, Ala., 188° radials; Montgomery.

V-330 From Wildhorse, Oreg., via Boise, Idaho, INT Boise, Idaho, 130° and Mountain Home, Idaho, 084° radials; INT Mountain Home 084° and Burley, Idaho, 323° radials. From Idaho Falls, Idaho, Jackson, Wyo.

AMENDMENTS 11/29/79 44 F. R. 57078 (Changed)

V-331 From Whitesburg, Ky., Newcombe, Ky.

V-333 From INT Rome, Ga., 133° and Gadsden, Ala., 091° radials via Rome: Chattanooga, Tenn.; Hinch Mountain, Tenn.; Lexington, Ky.

V-334 From San Jose, CA., INT San Jose 022° and Sacramento, CA., 194° radials; Sacramento.

V-335 From St. Louis, Mo.; INT St. Louis 171° and Marion, Ill., 290° radials; Marion.

V-336 From Ellensburg, Wash., to Ephrata, Wash.

V-337 From INT Briggs, Ohio, 077° and Youngstown, Ohio, 177° radials; Akron, Ohio; INT Akron 328° and Windsor, Ontario, Canada, 116° radials; Windsor; 29 miles 7 miles wide (3 miles east and 4 miles west of centerline), INT Windsor 335°
and Saginaw, Mich., 131° radials; Saginaw; Mount Pleasant Mich.; White Cloud, Mich., excluding the portion within Canada.

V-339 From Whitesburg, Ky., Falmouth, Ky.

V-340 From Fort Wayne, Ind., to Richmond, Ind.

V-341 From Cedar Rapids, Iowa, Dubuque, Iowa; Madison, Wis.; INT Madison 042° and Oshkosh, Wis., 208° radials; to Oshkosh.

V-342 From Vancouver, British Columbia, Canada, INT Vancouver 090° and Princeton, British Columbia, Canada, 244° radials; Princeton, excluding the airspace within Canada.

V-343 From Dubois, Idaho, Bozeman, Mont., 51 miles, 34 miles, 103 MSL, 84 MSL Drummond, Mont.

V-344 From Dupree, S. Dak., Aberdeen, S. Dak.; Fargo, N. Dak.

V-345 From Dells, Wis., INT Dells 321° and Eau Claire, Wis., 134° radials; Eau Claire; Hayward; to Ashland, Wis.

AMENDMENTS 2/22/79 43 F. R. 56021 (Changed)

V-346 From St. Georges, Quebec, Canada, to Millinocket, ME., excluding the portion within Canada.

V-347 From Ironwood, Mich., to Houghton, Mich.

V-348 From Thunder Bay, Ont., Canada, via INT Thunder Bay 102° and Sault Ste. Marie, Mich., 316° radials; Sault Ste. Marie; INT Sault Ste. Marie 066° and Sudbury, Ont., Canada, 282° radials to Sudbury. The airspace within Canada is excluded.

V-349 From Bellingham, WA., to Williams Lake, British Columbia, Canada. The airspace within Canada is excluded.

V-350 From Wichita, Kans., to Chanute, Kans. The airspace 6,000 feet MSL and above is excluded within the Eureka 1 MOA during the time that it is activated by NOTAM and the Eureka II MOA during the time that it is activated by NOTAM.

V-351 From Vancouver, British Columbia, Canada, INT Vancouver 090° and Princeton, British Columbia, Canada, 231° radials; Carmi, British Columbia, Canada, excluding the airspace within Canada.

V-352 From St. Georges, Quebec, Canada, to Houlton, ME., excluding the portion within Canada.

V-353 From Jackson, Mich., via INT Jackson 029° and Flint, Mich., 228° radials; to Flint.

V-354 From Pioneer, Okla., to Emporia, Kans. The airspace 6,000 feet MSL and above is excluded within the Eureka 1 MOA during the time that it is activated by NOTAM.

V-355 From Bridgeport, Tex.; Wichita Falls, Tex.

V-356 From Cheyenne, Wyo., via Gill, Colo.; to INT Gill 131° and Denver, Colo., 058° radials.

V-357 From Lakeview, Oreg., via Wildhorse, Oreg.; Baker, Oreg.; Walla Walla, Wash.; Moses Lake, Wash.; INT of Moses Lake 271° and Wenatchee, Wash., 132° radials; to Wenatchee; including a N alternate from Moses Lake via Ephrata, Wash., to Wenatchee.
The airspace 11,000 feet MSL and above is excluded from 31 miles to 82 miles southwest of Wildhorse from 0600 to 2400 hours local time, and other times that the Juniper Military Operations Area (MOA) is activated by NOTAM.

AMENDMENTS 11/29/79 44 F. R. 57078 (Changed)

V-358 From San Antonio, Tex., via Stonewall, Tex.; Lampasas, Tex.; INT Lampasas 041° and Waco 249° radials; Waco. Tex.; Dallas-Fort Worth. Tex.; to Ardmore, Okla.

V-359 From Nuevo Laredo, Mex., to Laredo, Tex., excluding the airspace within Mexico.

V-360 From Sault Ste. Marie, Mich., via Sault Ste. Marie 110° Radial to INT of Sault Ste. Marie 110° and Midland 313° radials; Midland. The airspace within Canada is excluded.

V-361 From Kremmling, Colo., via INT Kremmling 059° and Cheyenne, Wyo., 215° radials to Cheyenne.

V-362 From Alma, Ga., via INT Alma 311° and Vienna, Ga., 123° radials; Vienna; Macon, Ga.; INT Macon 349° and Norcross, Ga., 150° radials; Norcross; INT Norcross 336° and Chattanooga, Tenn., 127° radials; Chattanooga; Shelbyville, Tenn.; Nashville, Tenn.; INT Nashville 355° and Bowling Green, Ky., 219° radials; to Bowling Green.

AMENDMENTS 12/28/78 43 F. R. 51005 (Added)

V-363 From Mission Bay, Calif., via Oceanside, Calif.; INT Oceanside 316° and Pomona, Calif., 179° radials; to Pomona.

AMENDMENTS 11/29/79 44 F. R. 57076 (Added)

V-365 From Burley, Idaho, via INT Burley 042° and Idaho Falls, Idaho, 248° radials; Idaho Falls; to INT Idaho Falls 030° and Dubois, Idaho, 100° radials.

V-366 From Hugo. Colo.. to Kiowa. Colo.

V-367 From International Falls, Minn., to Sioux Lookout, Ontario, Canada, NDB excluding the portion within Canada.

AMENDMENTS 8/9/79 44 F. R. 34108 (Added)

PENDING AMENDMENT
V-369 From Navasota, Tex., to Dallas-Fort Worth, Tex.

AMENDMENTS 1/24/80 44 F. R. 68448 (Added)

V-371 From Boiler, Ind., to Knox, Ind.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

V-375 From Roanoke, Va., via Gordonsville, Va.; including a N alternate via the INT Roanoke 035° and Montebello, Va., 250° and Montebello, Va.; to INT Gordonsville 034° and Casanova, Va., 142° radials.

V-376 From Richmond, Va.; to INT Richmond 009° and Nottingham, Md., 238° radials. The airspace within R-6612 is excluded.

V-377 From Kessel, W. Va., via INT Kessel 055° and Hagerstown, Md., 267° radials; Hagerstown; to Harrisburg, Pa.

V-378 From Baltimore, Md., via INT Baltimore 034° and Modena, Pa., 236° radials; to Modena.

V-379 From Nottingham, Md.; to Kenton, Del.

V-380 From O'Neill, Nebr.; via Wolbach, Nebr.; Grand Island, Nebr.; Hastings, Nebr.; to Mankato, Kans. The airspace within the O'Neill MOA is excluded during the time that the MOA is activated by NOTAM.

V-381 From Bishop, Calif., to INT Bishop 337° and Friant, Calif., 040° radials.

V-420 From Green Bay, Wis.; Traverse City, Mich.; Gaylord, Mich.; to Alpena, Mich.

V-421 From Zuni, N. Mex., via Gallup, N. Mex.; Farmington, N. Mex., including a west alternate via INT Gallup 008° and Farmington 233° radials; Durango, Colo.; Gunnison, Colo.; INT Gunnison 010° and Kremling, Colo., 203° radials; to Kremling.

AMENDMENTS 10/4/79 44 F. R. 42166 (Changed)

V-422 From Chicago Heights, Ill., INT Chicago Heights 117° and Knox, Ind., 276° radials; Knox; Wolflake, Ind.; INT Wolflake 097° and Findlay, Ohio, 289° radials; Findlay.

V-423 From Williamsport, Pa., Binghamton, N. Y.; Ithaca, N. Y.; INT Ithaca 357° and Syracuse, N. Y., 210° radials; Syracuse.

V-424 From Napoleon, Mo., to Macon, Mo.

V-425 From Brookley, Ala., INT Brookley 357° and Mobile, Ala., 048° radials.

V-426 From St. Louis, Mo., to INT of St. Louis 062° radial and Troy, Ill., direct radial to Decatur, Ill.

V-428 From Elmira, N. Y., Ithaca, N. Y.; Georgetown, N. Y.; Utica, N. Y.

V-429 From Cape Girardeau, Mo., Marion, Ill.; INT Marion 011° and Bible Grove, Ill., 207° radials; Bible Grove; Mattoon, Ill.; Champaign, Ill.; Roberts, Ill.; Joliet, Ill.; INT Joliet 351° and Chicago-O'Hare, Ill., 237° radials; Chicago-O'Hare.

V-430 From Cut Bank, Mont., 10 miles, 74 miles 55 MSL, Havre, Mont.; 14 miles, 100 miles 50 MSL, Glasgow, Mont.; INT Glasgow 100° and Williston, N. Dak., 263° radials, 22 miles, 33 miles 55 MSL, Williston; Minot, N. Dak.; Devils Lake, N. Dak.; Grand Forks, N. Dak.; Bemidji, Minn., including a north alternate via Thief River Falls, Minn.; Grand Rapids, Minn.; Duluth, Minn., including a N alternate from Grand Rapids, to Duluth via Hibbing, Minn., excluding the airspace between the main and this N alternate airway; Ironwood, Mich.; Iron Mountain, Mich.; to Escanaba, Mich.

V-431 From 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 INT Washington, D. C., 065° and Baltimore, Md., 197° radials; via INT Washington, D. C., 065° and New Castle, Del., 222° radials; New Castle; Yardley, Pa., including an E alternate via INT New Castle 058° and Yardley 196° radials; INT Yardley 059° and La Guardia, N. Y., 231° radials; La Guardia; INT La Guardia 049° and Bridgeport, Conn., 015° radials; INT Bridgeport 015° and Hartford, Conn., 268° radials.

AMENDMENTS 8/9/79 44 F. R. 30077 (Changed)

V-434 From Ottumwa, Iowa, Moline, Ill.; Peoria, Ill.; Champaign, Ill.; Indianapolis, Ind.

V-435 From Rosewood, Ohio, via INT Rosewood 041° and Cleveland, Ohio, 252° radials; to Cleveland.

V-437 From Ormond Beach, Fla., Savannah, Ga.; Charleston, S.C.; Florence, S.C.

V-439 From Dickinson, N. Dak., to Williston, N. Dak.

AMENDMENTS 10/4/79 44 F. R. 46784 (Changed)

V-441 From Melbourne, Fla., via INT Melbourne 269° and Lakeland, Fla., 080° radials; Lakeland; St. Petersburg, Fla.: INT St. Petersburg 010° and Ocala, Fla., 213° radials; Ocala, including an E alternate via INT St. Petersburg 040° and Ocala 171° radials.

V-442 From Paradise, Calif.; via INT Ontario 027° and Hector, Calif., 247° radials, Hector; 12 miles, 38 miles 85 MSL, 14 miles 75 MSL, INT Needles, Calif., 272° and Goffs, Calif., 163° radials; INT Goffs 163° and Parker, Calif., 333° radials; Parker.
The airspace above 10,000 feet MSL between Parker and a point 45 miles northwest is excluded.

AMENDMENTS 4/19/79 44 F. R. 11530 (Changed) CORR: 44 F. R. 24544
AMENDMENTS 10/4/79 44 F. R. 45920 (Changed)

V-443 From INT Newcomerstown, Ohio, 099° and Bellaire, Ohio, 044° radials; Newcomerstown, Ohio, Tiverton, Ohio; Cleveland, Ohio, including an E alternate via INT Tiverton 028° and Cleveland 138° radials; INT Cleveland 049° and Aylmer, Ont., Canada, 205° radials; Aylmer. The airspace within Canada is excluded.

V-445 From La Guardia, N. Y., INT La Guardia 034° and Hartford, Conn., 245° radials.

V-446 From Troy, Ill., INT Troy 099° and Centralia, Ill., 056° radials; Samsville, Ill.

V-447 From Cambridge, N. Y., Montpelier, Vt.; INT Montpelier 020° and Sherbrooke, Quebec, Canada, 217° radials: Sherbrooke. The airspace within Canada is excluded.

V-448 From Portland, Oreg., via Yakima, Wash., including a south alternate; Moses Lake, Wash., including a south alternate from Yakima to Moses Lake via the INT of Yakima 129° and Ephrata, Wash., 203° radials, and the INT of Ephrata 203° and Moses Lake 231° radials; Spokane, Wash., 45 miles 12 AGL, 21 miles 75 MSL, 20 miles 80 MSL, 59 miles 12 AGL, to Kalispell, Mont.

V-449 From Lake Henry, Pa.; DeLancey, N. Y.; Albany, N. Y.

V-450 From Green Bay, Wis.; Muskegon, Mich.; INT Muskegon 094° and Flint, Mich., 280° radials; Flint; INT Flint 088° and Peck, Mich., 237° radials.
The airspace at and above 10,000 feet MSL from 35 NM southeast of Green Bay to 33 NM northwest of Muskegon is excluded during the time that the Minnow Military Operations Area is activated by NOTAM.

V-451 From INT Whitman, Mass., 177° and Providence, R. I., 118° radials, Whitman; INT Whitman 041° and Kennebunk, Maine, 180° radials; INT Kennebunk 180° and Brunswick, Maine, 211° radials; Brunswick.

V-452 From Newport, Oreg.; Eugene, Oreg., via Klamath Falls, Oreg.; to Reno, Nev.

V-454 From Brookley, Ala.; Monroeville, Ala.; INT Monroeville 073° and Eufaula, Ala., 258° radials; INT Eufaula 258° and Columbus, Ga., 219° radials; Columbus; INT Columbus 068° and Athens, Ga., 195° radials; INT Athens 195° and Greenwood, S. C., 240° radials; Greenwood. Fort Mill, S. C.; Liberty, N. C.; Lawrenceville, Va.; Hopewell, Va.

V-455 From New Orleans, La., via Picayune, Miss.; Eaton, Miss., including an E alternate from New Orleans to Eaton via INT New Orleans 070° and Gulfport, Miss., 247° radials, Gulfport, INT Gulfport 344° and Eaton 171° radials, and also a W alternate from New Orleans to Eaton via INT New Orleans 357° and Eaton 221° radials; 6 mi. wide, Meridian, including a W alternate via INT Eaton 010° and Meridian 221° radials.

V-456 From Fort Dodge, Iowa, to Mankato, Minn.

V-458 From Santa Catalina, Calif., via Oceanside, Calif., Julian, Calif.; INT Julian 130° and Imperial, Calif., 272° radials; Imperial; 13 miles, 24 miles, 25 MSL, Bard, Ariz., excluding the airspace within R-2503 and below 2,000 feet MSL outside the United States. The portion outside the United States has no upper limit.

AMENDMENTS 11/29/79 44 F. R. 57083 (Changed)

V-459 From Seal Beach, Calif., Lake Hughes, Calif.; Porterville, Calif., Friant, Calif.; INT Friant 310° 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-463 From INT Harris, Ga., 187° and Toccoa, Ga., 222° radials; to Harris, Ga.

V-464 From the INT of Windsor, Ont., Canada, 083° and Aylmer, Ont., Canada 235° radials, via Aylmer; Dunkirk, N. Y.; to Geneseo, N. Y. The airspace within Canada is excluded.

V-465 From Elko, Nev., Wells, Nev.; 12 miles; 30 miles, 115 MSL, 20 miles, 90 MSL, 36 miles, 115 MSL, 24 miles, 95 MSL, Malad City, Idaho; 39 miles, 53 miles 124 MSL, Jackson, Wyo.; 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., 209° radials; LaGuardia; Hartford, Conn.

V-469 From Danville, Va., via Lynchburg, Va.; INT Lynchburg 347° and Elkins, W. Va., 142° radials; Elkins; Morgantown, W. Va.; INT Morgantown 010° and Johnstown, Pa., 260°; to Johnstown.

AMENDMENTS 2/22/79 43 F. R. 60430 (Changed)

V-471 From INT Princeton, Maine, 208° and Bangor, Maine, 132° radials; Bangor; Millinocket, Maine; Houlton, Maine; INT Houlton 085° and the United States/Canadian border.

V-472 From Elizabeth City, N. C., via INT Elizabeth City 243° and Kinston, N. C., 029° radials; Kinston.

V-474 From INT Morgantown, W. Va., 010° and Johnstown, Pa., 260° radials; Indian Head, Pa.; St. Thomas, Pa.; INT St. Thomas 088° and Modena, Pa., 274° radials; Modena; INT Modena 095° and Woodstown, N. J., 043 radials.

V-475 From La Guardia, N. Y.; INT La Guardia 049° and Madison, Conn., 269° radials; Madison; Norwich, Conn.; Providence, R. I.; including an east alternate from Madison to Providence via INT Madison 082° and Providence 212° radials; INT Providence 013° and Boston, Mass., 223° radials; Boston.

V-477 From Humble, Tex., via Leona, Tex.; including a west alternate via Navasota, Tex.; Scurry, Tex., including a W alternate via INT Leona 330° and Scurry 182° radials.

V-478 From Falmouth, Ky., Newcombe, Ky.; Beckley, W. Va.

V-483 From Carmel, N. Y.; DeLancey, N. Y.; Rockdale, N. Y.; INT Rockdale 325° and Syracuse, N. Y. 100° radials; Syracuse.

V-484 From INT Twin Falls, Idaho, 007° and Burley, Idaho, 323° radials, Twin Falls, 49 miles, 34 miles 114 MSL, Salt Lake City, Utah; 25 miles, 31 miles, 125 MSL, Myton, Utah; 14 miles, 79 MSL, 33 miles, 100 MSL, Grand Junction, Colo.; Gunnison, Colo., including a south alternate from Grand Junction to Gunnison via Montrose, Colo.; 13 miles, 112 MSL, 131 MSL INT Gunnison 110° and Alamosa, Colo., 339° radials; Alamosa.

V-485 From Ventura, Calif., via Fellows, Calif.; Priest, Calif.; INT of Priest 322° and San Jose, Calif., 139° radials; San Jose. The airspace within W-289 and R-2520, the airspace within R-2519 more than 3 statute miles W of the airway centerline and the airspace within R-2519 below 5,000 feet MSL is excluded.

V-487 From INT LaGuardia, N. Y., 034° and Carmel, N. Y., 188° radials; Carmel; Pawling, N. Y.; Cambridge, N. Y.; INT Cambridge 002° and Glens Falls, N. Y., 032° radials; Burlington, Vt.; INT Burlington 359° and St. Jean, Quebec, Canada, 158° radials; St. Jean. The airspace within Canada is excluded.

V-489 From Sparta, N. J.; INT Sparta 023° and Kingston 238° radials; Kingston, N. Y.; Albany, N. Y.; Glens Falls, N. Y.; Plattsburgh, N. Y.

V-490 From Utica, N. Y., Cambridge, N. Y.; Manchester, N. H.

V-492 From St. Petersburg, Fla., La Belle, Fla.; INT La Belle 101° and Palm Beach, Fla., 272° radials; Palm Beach, including a north alternate from La Belle to Palm Beach via INT La Belle 043° and Palm Beach 298° radials.

V-493 From Livingston, Tenn., Lexington, Ky.; York, Ky.; Appleton, Ohio; Waterville, Ohio; Carleton, Mich.; INT Carleton 334° and Mt. Pleasant, Mich., 142° radials; to Mt. Pleasant.
From Menominee, Mich., to Rhinelander, Wis.

V-494 From Ukiah, Calif., INT Ukiah 147° and Santa Rosa, Calif., 325° radials; Santa Rosa; Sacramento, Calif.; INT Sacramento 038° and Lake Tahoe, Calif., 249° radials; Lake Tahoe; INT Lake Tahoe 078° and Hazen, Nev., 244° radials; Hazen.

V-496 From Utica, N. Y., via Glens Falls, N. Y.; Lebanon, N. H.; to Kennebunk, Maine.

V-497 From Rome, Oreg., via Wildhorse, Oreg.; Kimberly, Oreg., 49 miles, 65 MSL, The Dalles, Oreg.

AMENDMENTS 11/29/79 44 F. R. 57078 (Changed)

V-499 From Lancaster, Pa., to Binghamton, N. Y.

V-500 From Portland, Oreg., Newberg, Oreg.; 41 miles, 70 MSL Kimberly, Oreg.; 30 miles, 71 miles, 105 MSL, Boise, Idaho; 25 miles, 25 miles, 90 MSL, 26 miles, 95 MSL 22 miles, 25 miles, 70 MSL, Pocatello, Idaho.

V-501 From Martinsburg, W. Va., via Hagerstown, Md.; St. Thomas, Pa.; Philipsburg, Pa. From Wellsville, N. Y.; INT Elmira,
N. Y., 357° and Geneseo, N. Y., 091° radials.

V-516 From Liberal, KS., Anthony, KS.; Pioneer, OK.; Oswego, KS.

V-518 From Fillmore, Calif., INT Fillmore 102° and Ventura, Calif., 061° radials; INT Ventura 061° and Palmdale, Calif., 233° radials; Palmdale.

V-520 From Portland, Oreg., via The Dallas, Oreg.; Pasco, Wash.; Walla Walla, Wash.; to Lewiston, Idaho; Salmon, Idaho; Dubois, Idaho; to Jackson, Wyo.

V-524 From Laramie, Wyo., INT Laramie 069° and Scottsbluff, Nebr., 254° radials; Scottsbluff; North Platte, Nebr.

V-530 From Texico, N. Mex., Childress, Tex.

V-536 From North Bend, Oreg., INT North Bend 023° and Corvallis, Oreg., 235° radials; Corvallis; Redmond, Oreg., 32 miles, 58 miles, 71 MSL, Pendleton, Oreg.; Walla Walla, Wash.;
Pullman, Wash.; 27 miles, 85 MSL Mullan Pass, Idaho; 5 miles, 34 miles, 95 MSL Kalispell, Mont.; 20 miles, 41 miles, 115 MSL, Great Falls, Mont.

V-538 From Twentynine Palms, Calif., INT Twentynine Palms 043° and Goffs, Calif., 200° radials; 23 miles 95 MSL, 21 miles 75 MSL, Goffs; Las Vegas, Nev. The airspace within R-2501E is excluded.

§71.125 Alaskan VOR Federal Airways.

V-307 From Sandspit, B. C., Canada, to Annette Island, Alaska. The airspace within Canada is excluded.

V-309 From Prince Rupert, British Columbia, Canada REN, Annette Island, Alaska. The airspace within Canada is excluded.

V-311 From Annette Island, Alaska, 42 miles 12 AGL, 99 miles 55 MSL, 31 miles 12 AGL, to Biorka Island, Alaska.

V-317 From Ethelda, British Columbia, Canada, NDB via Annette Island, Alaska; 42 miles 12 AGL, 42 miles 52 MSL, 15 miles 12 AGL Level Island, Alaska, including a W alternate via INT Annette Island 311° and Level Island 164° radials; Sisters Island, Alaska; to INT Sisters Island 272° and Yakutat, Alaska, 139° radials. The airspace within Canada is excluded.

V-319 From INT Sisters Island, Alaska, 272° and Yakutat, Alaska, 139° radials; 86 miles 20 MSL, 20 miles 12 AGL via Yakutat; Johnstone Point, Alaska; INT Johnstone Point 286° and Anchorage, Alaska, 117° radials; Anchorage; including a south alternate from Johnstone Point to Anchorage via INT Johnstone Point 271° and Anchorage 130° radials.

V-321 From Cape Newenham, Alaska, NDB via King Salmon, Alaska; to Homer, Alaska.

V-334 From the INT King Salmon, Alaska, 068° and Kenai, Alaska, 217° radials; via Kenai; to Anchorage, Alaska.

V-362 From Ethelda, British Columbia, Canada NDB via INT Sandspit, British Columbia, Canada 039° and Annette Island, Alaska, 167° radials to Annette Island. That airspace within Canada is excluded.

V-427 From King Salmon, Alaska, 103 miles 12 AGL, 29 miles 135 MSL, to INT King Salmon 042° and Anchorage, Alaska, 246° radials.

V-428 From Biorka Island, Alaska, via Sisters Island, Alaska; Haines, Alaska, NDB; to Whitehorse, Yukon Territory, Canada. The airspace within Canada is excluded.

V-435 From Homer, Alaska, to Kenai, Alaska.

V-436 From Anchorage, Alaska, via INT Anchorage 347° and Talkeetna, Alaska, 196° radials; Talkeetna; Nenana, Alaska; Chandalar Lake, Alaska, NDB; to Deadhorse, Alaska.

AMENDMENTS 10/4/79 44 F. R. 46787 (Changed)

V-438 From Kodiak, Alaska, 27 miles, 24 miles, 35 MSL, 29 miles, 55 MSL, Homer, Alaska, including a west alternate from Kodiak 27 miles, 24 miles, 35 MSL, 33 miles, 55 MSL, to Homer; INT Homer 027° and Anchorage, Alaska, 198° radials; Anchorage; Big Lake, Alaska; Fairbanks, Alaska; 54 miles, 31 miles, 65 MSL, Fort Yukon, Alaska, including an east alternate from Fairbanks 54 miles, 34 miles, 65 MSL, to Fort Yukon and a west alternate; 89 miles, 52 miles 95 MSL, 27 miles 75 MSL Deadhorse, Alaska; to Barrow, Alaska.

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 Barrow, Alaska, 117 miles 12 AGL, 102 miles 95 MSL, 69 miles 12 AGL, Evansville, Alaska, NDB; Bettles, Alaska; Fairbanks, Alaska, including a south alternate via INT Bettles 155° and Fairbanks 307° radials; Big Delta, Alaska; Northway, Alaska; Burwash, Yukon Territory, Canada. The airspace within Canada is excluded.

V-447 From Fairbanks, Alaska, to Chandalar Lake, Alaska, NDB.

V-452 From Nome, Alaska, via Moses Point, Alaska; 47 miles, 57 miles, 55 MSL, Galena, Alaska; Nenana, Alaska.

V-453 From King Salmon, Alaska, Dillingham, Alaska, including a south alternate via INT King Salmon 271° and Dillingham 120° radials; 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.

V-462 From Cape Newenham, Alaska, NDB via 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.

V-473 From Level Island, Alaska, to Biorka Island, Alaska, via INT Level Island 277° and Biorka Island 127° radials.

V-480 From Bethel, Alaska, 105 miles, 89 miles, 55 MSL, McGrath, Alaska, 28 miles, 64 miles, 45 MSL, Nenana, Alaska; Fairbanks, Alaska.

V-481 From Johnstone Point, Alaska, via Gulkana, Alaska, including an E alternate; Big Delta, Alaska; to Fort Yukon, Alaska.

V-488 From Galena, Alaska, INT Galena 074° and Tanana, Alaska, 260° radials; Tanana, including a south alternate; Fairbanks, Alaska.

V-491 From Big Lake, Alaska; to Talkeetna, Alaska.

AMENDMENTS 10/4/79 44 F. R. 46787 (Added)

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; via Bettles, Alaska; Evansville, Alaska, NDB; to Deadhorse, 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; 51 miles, 84 miles, 70 MSL, Bethel, Alaska; 47 miles, 173 miles, 30 MSL, Nome, Alaska; 35 miles 12 AGL, 89 miles 55 MSL, 35 miles 12 AGL, Kotzebue, Alaska, including a west alternate; Hotham, Alaska, NDB; 69 miles 12 AGL. 129 miles 95 MSL, 98 miles 12 AGL, Barrow, 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.

V-515 From Gulkana, Alaska, via INT Gulkana 011° and Big Delta 139° radials; to Big Delta.

§71.127 Hawaiian VOR Federal Airways.

V-2 HAWAII From South Kauai, Hawaii, Lihue, Hawaii, INT Lihue 130° and Honolulu, Hawaii, 269° radials; Honolulu; Lanai, Hawaii; INT Lanai 106° and Upolu Point, Hawaii, 305° radials; Upolu Point; INT Upolu Point 093° and Hilo, Hawaii, 336° radials; Hilo. The airspace within R-3104A, R-3104B and R-3104C is excluded.

AMENDMENTS 11/29/79 44 F. R. 57079 (Changed)

V-3 Hawaii From INT Kamuela, Hawaii, 245° and Upolu Point, Hawaii, 211° radials, Kamuela; INT Kamuela 068° and Hilo, Hawaii, 336° radials.

V-4 HAWAII From INT Lihue, Hawaii, 186° and Koko Head, Hawaii, 254° radials, Koko Head.

AMENDMENTS 11/29/79 44 F. R. 57079 (Changed)

V-5 Hawaii From Kona, Hawaii, INT Kona 338° and Maui, Hawaii, 179° radials, including a west alternate via INT Kona 323° and Maui 179° radials.

V-6 HAWAII From INT Molokai, Hawaii, 067° and Maui, Hawaii, 331° radials, to Maui.

AMENDMENTS 11/29/79 44 F. R. 57079 (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.

V-11 HAWAII From INT Kona, Hawaii, 323° and Upolu Point, Hawaii 211° radials; Upolu Point; INT Upolu Point 349° and Maui, Hawaii, 080° radials; Maui; INT Maui 331° and Molokai, Hawaii, 091° radials; Molokai; INT Molokai 262° and Honolulu, Hawaii, 179° radials.

V-12 HAWAII From INT Lihue, Hawaii, 195° and Honolulu, Hawaii, 269° radials, 38 miles, 35 MSL, Honolulu; Koko Head, Hawaii, 14 miles, 25 MSL INT Koko Head 050° and Maui, Hawaii, 012° radials.

V-13 HAWAII From Lihue, Hawaii, INT Lihue 145° and Honolulu, Hawaii, 269° radials; INT South Kauai, Hawaii, 133° and Koko Head, Hawaii 254° radials; Koko Head, 14 miles, 25 MSL, INT Koko Head 050° and Molokai 015° radial and the Honolulu FIR/Oceanic CTA.

V-14 HAWAII From INT South Kauai, Hawaii, 271° radial and longitude 161°20'00" W.; 50 MSL longitude 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.

V-16 HAWAII From Honolulu, Hawaii, INT Honolulu 179° and Lanai, Hawaii, 285° radial; Lanai; Upolu Point, Hawaii; INT Upolu Point 108° and Hilo, Hawaii, 336° radials; Hilo.

AMENDMENTS 11/29/79 44 F. R. 57079 (Changed)

V-17 HAWAII From INT Lanai. Hawaii. 106° and Maui. Hawaii. 197° radials; Maui.

V-20 HAWAII From Honolulu, Hawaii, INT Honolulu 134° and Kona, Hawaii, 308° radials; Kona.

V-21 HAWAII From INT Honolulu, Hawaii, 179° and Lanai, Hawaii, 285° radials; Lanai; INT Lanai 106° and Hilo, Hawaii, 033° radials; to INT Upolu Point 093° radial and the Honolulu FIR/Oceanic CTA. The airspace within R-3104 is excluded.

V-22 Hawaii From Maui, Hawaii, INT Maui 095° and Hilo, Hawaii, 321° radials; Hilo; to INT Hilo 078° radial and the Honolulu FIR/Oceanic CTA.

V-23 HAWAII From Upolu Point, Hawaii; INT Upolu Point 277° and Honolulu, Hawaii, 134° radials.

V-24 HAWAII From Lanai to Maui.

AMENDMENTS 11/29/79 44 F. R. 57079 (Rewritten)

V-25 HAWAII From Hilo, Hawaii, to INT Hilo 356° radial and the Honolulu FIR/Oceanic CTA.

SUBPART D - CONTINENTAL CONTROL AREA

§ 71.151 **Restricted areas included.**

The airspace of the following restricted areas at or above 14,500 feet MSL and 1500 feet or more above the surface of the earth is continental control area:

R-2102 Fort McClellan, Ala.
R-2103 Fort Rucker, Ala.
R-2104A Huntsville, Ala.
R-2104B Huntsville, Ala.
R-2104C Huntsville, Ala.
R-2202A Big Delta, Alaska
R-2205 Yukon, Alaska
R-2211 Blair Lakes, Alaska
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-2401 Fort Chaffee, Ark.
R-2402 Fort Chaffee, Ark.
R-2403A Little Rock, Ark.
R-2403B Little Rock, Ark.
R-2501N Bullion Mountains, Calif.
R-2501S Bullion Mountains, Calif.
R-2501E Bullion Mountains, Calif.
R-2501W Bullion Mountains, Calif.
R-2502E Fort Irwin, Calif.
R-2502N Fort Irwin, Calif.
R-2503 Camp Pendleton, Calif.
R-2504 Camp Roberts, Calif.
R-2505 China Lake, Calif.
R-2507 Chocolate Mountains, Calif.
R-2508 California Complex.
R-2509 Cuddeback Dry Lake, Calif.
R-2510 El Centro, Calif.
R-2512 Holtville, Calif.
R-2513 Hunter-Liggett, Calif.
R-2515 Muroc Lake, Calif.
R-2519 Point Mugu, California
R-2521 Salton Sea, Calif.
R-2524 Trona, Calif.
R-2534A Point Arguello, Calif.
R-2534B Point Arguello, Calif.
R-2601 Fort Carson, Colo.
R-2602 Fort Carson, Colo.
R-2901B Avon Park, Fla.
R-2902A Cape Kennedy, Fla.
R-2903B Stevens Lake, Fla.
R-2907 Lake George, Fla.
R-2910 Pinecastle, Fla.
R-2914A Valparaiso, Fla.
R-2914B Valparaiso, Fla.
R-2915A Eglin AFB, Fla.
R-2915B Eglin AFB, Fla.
R-2915C Eglin AFB, Fla.
R-2918 Valparaiso, Fla.
R-2919A Valparaiso, Fla.
R-2919B Valparaiso, Fla.
R-2921 Cape Kennedy, Fla.
R-2922 Cape Kennedy, Fla.
R-2925 Cape Kennedy, Fla.
R-2926 Cape Kennedy, Fla.
R-2927 Cape Kennedy, Fla.
R-2928 Cape Kennedy, Fla.
R-3002F Fort Benning, Ga.
R-3004 Fort Gordon, Ga.
R-3005A Fort Stewart, Ga.
R-3005B Fort Stewart, Ga.
R-3202 Saylor Creek, Idaho
R-3401A Atterbury Reserve Forces Training Area, Ind.

R-3403 Jefferson Proving Ground, Ind.
R-3601A Brookville, Kans.
R-3602 Manhattan, Kans.
R-3701C Fort Campbell, Ky.
R-3702A Fort Campbell, Ky.
R-3702B Fort Campbell, Ky.
R-3703C Fort Campbell, Ky.
R-3704 Fort Knox, Ky.
R-3803A Fort Polk, La.
R-3803B Fort Polk, La.
R-3804A Fort Polk, La.
R-3804C Fort Polk, La.
R-4001A Aberdeen, Md.
R-4001B Aberdeen, Md.
R-4002 Bloodsworth Island, 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-4501A Fort Leonard Wood West, Mo.
R-4803 Fallon, Nev.
R-4804 Twin Peaks, Nev.
R-4806 Las Vegas, Nev.
R-4808S Las Vegas, Nev.
R-4810 Desert Mountains, Nevada
R-4812 Sand Springs, Nev.
R-4813 Carson Sink, Nev.
R-4816N Dixie Valley, Nev.
R-4816S Dixie Valley, Nev.
R-5103 McGregor, N. Mex.
R-5104A Melrose, N. Mex.
R-5104B Melrose, N. Mex.
R-5107A White Sands Proving Grounds, N. Mex.
R-5107C White Sands Proving Grounds, N. Mex.
R-5107D White Sands Proving Grounds, N. Mex.
R-5107E White Sands Proving Grounds, N. Mex.
R-5107F White Sands Proving Grounds, N. Mex.
R-5107G White Sands Proving Grounds, N. Mex.
R-5109A White Sands, N. Mex.
R-5109B White Sands, N. Mex.
R-5111A Elephant Butte, N. Mex. (East)
R-5111B Elephant Butte, N. Mex. (West)
R-5113 Socorro, N. Mex.
R-5114 Fort Wingate, N. Mex., from 0001 local time September 1, 1979, to 0001 local time April 1, 1980.
AMENDMENTS 8/9/79 44 F. R. 38450 (Added)
R-5201 Fort Drum, N. Y.
R-5201A Fort Drum, N. Y. AMENDMENTS 11/2/79 44 F. R. 51968 (Added)
R-5201B Fort Drum, N. Y. AMENDMENTS 11/2/79 44 F. R. 51968 (Added)
R-5201C Fort Drum, N. Y. AMENDMENTS 11/2/79 44 F. R. 51968 (Added)
R-5201D Fort Drum, N. Y. AMENDMENTS 11/2/79 44 F. R. 51968 (Added)
R-5203 Oswego, N. Y.
R-5306A Cherry Point, N. C.
R-5306B Cherry Point, N. C.
R-5306C Cherry Point, N. C.
R-5306D Cherry Point, N. C.
R-5306E Cherry Point, N. C.
R-5311B Fort Bragg, N. C.
R-5313 Long Shoal Point, N. C.
R-5314 Dare County, N. C.
R-5502 Lacarne, Ohio
R-5503 Wilmington, Ohio
R-5504 Wilmington, Ohio
R-5601B Fort Sill, Okla.
R-5601C Fort Sill, Okla.
R-5601D Fort Sill, Okla.
R-5701 Boardman, Oreg.
R-6001 Fort Jackson, S. C.
R-6302A Fort Hood, Texas
R-6302B Fort Hood, Texas
R-6302C Fort Hood, Texas
R-6302D Fort Hood, Tex.
R-6302E Fort Hood, Tex.
R-6402 Dugway Proving Ground, Dugway, Utah
R-6404A Hill AFB Rangs South, Utah
R-6404B Hill AFB Range North, Utah
R-6404C Hill AFB Range East, Utah

R-6405 Wendover, Utah
R-6406 Wendover, Utah
R-6407 Dugway Proving Ground, Dugway, Utah
R-6413 Green River, Utah
R-6602 Camp Pickett, Va.
R-6604 Chincoteague Inlet, Va.
R-6606 Pendleton, Va.
R-6609 Tangier Island, Va.
R-6611 Dahlgren Complex, Va.
R-6613 Dahlgren Complex, Va.
R-6713C Whidbey Island, Wash.
R-6714A Yakima, Wash.
R-6714B Yakima, Wash.
R-6901 Camp McCoy, Wis.
R-6903 Sheboygan, Wis.
R-6904A Volk Field, Wis.
R-6904B Volk Field, Wis.
R-7001 Guernsey, Wyo.

SUBPART E - CONTROL AREAS AND CONTROL AREA EXTENSIONS

§ 71.161 Designation of control areas associated with jet routes outside the continental control area.

Unless otherwise specified, the airspace centered on each of the following jet route segments has a vertical extent identical to that of a Jet Route and a lateral extent identical to that of a Federal airway and is designated as a control area. Unless otherwise specified, the place names appearing in the descriptions indicate VOR or VORTAC facilities identified by those names.

Jet Route No. 37 From Hobby, Tex., to INT of Hobby 090° and New Orleans, La., 257° radials.

J-41 From Key West, Fla., to Tallahassee, Fla.

Jet Route No. 42 Robbinsville, N. J., to Hampton, N. Y.

J-43 From St. Petersburg, Fla., to Tallahassee, Fla.

Jet Route No. 53 from Key West, Fla., to Miami, Fla.

Jet Route No. 55 from Sea Isle, N. J., to Putnam, Conn.

Jet Route No. 58 from New Orleans, La., to Sarasota, Fla.

Jet Route No. 62 From Nantucket, Mass., to lat. 41°08'00"N., long. 67°00'00"W.

Jet Route No. 79 From Ormond Beach, Fla., to Charleston, S. C.

Jet Route No. 86 From Humble, Tex., to Sarasota, Fla.

Jet Route No. 97 From Nantucket, Mass., to lat. 39°07'00"N., long. 67°00'00"W.

Jet Route No. 103 From Ormond Beach, Fla., to Savannah, Ga.

Jet Route No. 111 From Nome, Alaska, to SNOUT INT.

Jet Route No. 115, King Salmon, Alaska, to 160° W.

Jet Route No. 121: Norfolk, Va., to Hampton, N. Y.; Providence, R. I., to INT of Providence 045° and Boston, Mass., 066° radials.

Jet Route No. 122, from Galena, Alaska, to Nome, Alaska.

Jet Route No. 123, From INT of Kodiak, Alaska, 107° radial and the NW boundary Anchorage Oceanic Control Area at latitude 57°28' N., longitude 150°32' W., to Kotzebue, Alaska.

Jet Route No. 125, From Kodiak, Alaska, to Anchorage, Alaska.

Jet Route No. 129, Nome, Alaska, to Kotzebue, Alaska.

Jet Route No. 133, From Biorka Island, Alaska, to Johnston Point, Alaska.

Jet Route No. 150 From Robbinsville, N. J., via Hampton, N. Y.; Hyannis, Mass.; to the INT of Hyannis 068° and Boston, Mass., 097° radials.

Jet Route No. 174 From Hampton, N. Y., via Hyannis, Mass., to HERIN INT.

Jet Route No. 501, from Oakland, Calif., to Anchorage, Alaska.

Jet Route No. 502, from the United States/Canadian border to Annette Island, AK.

Jet Route No. 573 from Providence, R. I., to Kennebunk, Maine

§ 71.163 Designation of additional control areas.

Unless otherwise specified, each control area designated below has a lateral extent identical to that of a Federal airway and extends upward from 700 feet (until designated from 1,200 feet or more) above the surface of the earth, except that the airspace of a control area within the lateral limits of a transition area has a floor coincident with the floor of the transition area.

Control 1141

That airspace extending upward from 2,000 feet MSL within tangent lines from the circumference of a 5-mile radius circle centered at lat. 42°23'23"N., long. 70°59'10"W., to a 15-mile radius circle centered on the midway point of a direct line between lat. 42°23'23"N., long. 70°59'10"W., and the Yarmouth, Nova Scotia, Canada, NDB (lat. 43°47'36"N., long. 66°07'36"W.), to a 5-mile radius circle centered on the Yarmouth NDB, excluding the airspace east of 67 degrees west longitude.

AMENDMENTS 11/29/79 44 F. R. 68446 (Changed)

Control 1142

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered at latitude 42°21'30" N., longitude 70°41'25" W., to a 15-mile radius circle centered at latitude 42°02'00" N., longitude 68°00'00" W., and that airspace within lines drawn from latitude 42°16'00" N., longitude 68°00'00" W., thence to latitude 42°14'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to latitude 42°16'00" N., longitude 68°00'00" W., excluding the portion within the Boston Transition area, the airspace below 5,500 feet MSL E of longitude 68°00'00" W.. and the airspace below 2,000 feet MSL W of longitude 68°00'00" W., except that airspace within the confines of Federal airways.

Control 1143

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., RBN to a 15-mile radius circle centered at the midway point on a direct line between the Nantucket RBN and the Yarmouth, Nova Scotia, Canada, RBN to a 5-mile radius circle centered on the Yarmouth RBN excluding that portion below 2,000 feet except that airspace within the confines of Federal airways.

Control 1144

That airspace in the vicinity of Nantucket, Mass., within an area bounded by a line beginning at latitude 41°06'00" N., longitude 70°09'10" W., to latitude 41°25'35" N., longitude 70°09'35" W., to latitude 41°26'00" N., longitude 69°15'00" W., to latitude 41°46'00" N., longitude 68°00'00" W., to latitude 41°06'00" N., longitude 68°00'00" W., to the point of beginning, excluding the portion below 2,000 feet MSL except that airspace which lies within the confines of Federal airways.

Control 1145

That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Nantucket, Mass., RBN to a 15-mile radius circle centered on the INT of a rhumb line between the Nantucket RBN 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., RBN and that airspace bounded by a line drawn from the tangent of the 5 NM radius circle centered on Nantucket RBN to latitude 42°05'20" N., longitude 68°00'00" W., thence to latitude 42°19'00" N., longitude 68°00'00" W., thence to latitude 43°00'00" N., longitude 67°00'00" W., thence to latitude 41°52'00" N., longitude 67°00'00" W., thence to latitude 41°46'00" N., longitude 68°00'00" W., thence to the tangent of the 5 NM radius circle centered on the Nantucket RBN excluding that airspace outside the United States below 2,000 feet MSL W of longitude 68°00'00" W., and below 5,500 feet MSL E of longitude 68°00'00" W.

Control 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 PROGRESS, N. J., RBN and the W boundary of the New York Oceanic Control Area,
and that airspace bounded by a line beginning at latitude 40°02'15" N., longitude 73°13'45" W.; to latitude 40°05'45" N., longitude 73°09'15" W.; to latitude 39°26'35" N., longitude 72°24'25" W.; to the point of beginning. That airspace below 2,000 feet outside the confines of Federal airways is excluded.

AMENDMENTS 12/28/78 43 F. R. 51006 (Changed)

Control 1148
That airspace within tangent lines drawn from the circumference of 5-mile radius circles centered on the Rainbow, N. J., RBN and at the INT of Rainbow RBN 135° bearing and the Atlantic Ocean-U. S. Coastline to a 15-mile radius circle centered on the INT of Rainbow 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 1154
That airspace extending upward from 5,000' MSL bounded on the east by VOR Federal airway No. 199; on the south by a line extending from latitude 38°03'25" N., longitude 123°11'45" W.; to latitude 38°00'00" N., longitude 123°23'00" W.; to latitude 37°50'00" N., longitude 124°24'30" W.; to latitude 37°40'00" N., longitude 125°23'30" W.; on the west by the Oakland Oceanic Control Area; and on the north by a line extending from latitude 38°50'00" N., longitude 126°11'05" W.; to latitude 38°52'00" N., longitude 125°52'30" W.; to latitude 39°00'00" N., longitude 123°56'30" W.; to latitude 39°02'55" N., longitude 123°22'00" W.

Control 1155
That airspace extending upward from 5,000 feet MSL within 5 miles each side of the San Luis Obispo, Calif., VORTAC 242° radial, including the additional airspace within lines diverging at angles of 5° from the centerline at the VORTAC, extending from the U. S. coastline to the Oakland Oceanic CTA/FIR boundary.

Control 1156
That airspace extending upward from 5,000 feet MSL within 5 miles each side of the Mission Bay, Calif., VORTAC 262° radial, including the additional airspace within lines diverging at angles of 5° from the centerline at the VORTAC, extending from the VORTAC to its intersection with Control 1177.

Control 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 1217
That airspace within tangent lines drawn from the circumference of a 5 mile-radius circle centered on the Woody Island, Alaska, RBN to the circumference of a 10-mile radius circle centered at the INT of the 107° bearing from the Woody Island RBN with the NW boundary of the Anchorage Oceanic Control Area. The airspace below 2,000 feet MSL outside the United States is excluded.

Control 1218
That airspace within tangent lines drawn from the circumference of a 5-mile radius circle centered on the Kachemak, Alaska, RBN to the circumference of a 10-mile radius circle centered at the INT of the 118° bearing from the Kachemak RBN with the NW boundary of the Anchorage Oceanic Control Area.

Control 1234
That airspace extending upward from 2,000 feet above the surface within an area bounded by a line beginning at: latitude 58°07'00" N., longitude 160°00'00" W.; to latitude 53°30'00" N.; longitude 160°00'00" W.; to latitude 51°24'00" N., longitude 167°49'00" W.; to latitude 50°08'00" N., longitude 176°34'00" W.; to latitude 51°05'00" N., longitude 173°44'00" E.; to latitude 51°30'00" N., longitude 170°00'00" E.; to latitude 54°40'40" N., longitude 170°00'00" E.; to latitude 54°49'00" N., longitude 170°12'30" E.; to latitude 54°23'00" N., longitude 174°30'00" E.; to latitude 53°36'00" N., longitude 176°47'00" W.; to latitude 54°33'00" N., longitude 169°58'00" W.; to latitude 56°39'00" N., longitude 164°25'00" W.; to latitude 57°46'00"N., longitude 161°46'00"W.; thence to point of beginning.

Control 1235
That airspace extending upward from 14,500 feet MSL to FL 450 within the area bounded by a line beginning at latitude 53°30'00" N., longitude 160°00'00" W.; to latitude 56°00'00" N., longitude 153°00'00" W.; to latitude 59°09'00" N.; longitude 147°18'00" W.; thence clockwise via the arc of a 172-mile radius circle centered on the Anchorage, Alaska, VORTAC to latitude 58°50'00" N., longitude 151°58'00" W.; thence clockwise via the arc of a 172-mile radius circle centered on the King Salmon, Alaska, VORTAC to longitude 160°00'00" W.; thence to point of beginning, excluding the portion that lies within the Continental Control Area, Control 1217, Control 1218, Federal airways and the Kodiak, Alaska, transition area.

Control 1236
That airspace extending upward from 14,500 feet MSL to FL 450 within the area bounded by a line beginning at: latitude 60°00'00" N., longitude 170°00'00" W.; to latitude 61°00'00" N., longitude 165°00'00" W.; to latitude 60°00'00" N., longitude 164°00'00" W.; to latitude 60°00'00" N., longitude 160°00'00" W.; to latitude 57°00'00" N., longitude 160°00'00" W.; to latitude 60°00'00" N., longitude 168°00'00" W.; thence to the point of beginning, excluding the portion that lies within the Continental Control Area, Control 1234, Control 1483 and Control 1400.

Control 1238
That airspace extending upward from 14,500 feet MSL to FL 450 within an area bounded by a line beginning at latitude 60°57'00" N., longitude 165°17'00" W.; along the northern boundary of Control 1236 to latitude 60°17' 00" N., longitude 168°42'00" W.; thence to latitude 62°35'00" N., longitude 175°00'00" W.; thence to latitude 65°00'00" N., longitude 168°58'23" W.; thence to latitude 68°00'00" N., longitude 168°58'23" W.; along the southern boundary of Control 1485 to latitude 68°00'00" N., longitude 165°30'00" W.; thence by a line 3 nautical miles from and parallel to the shoreline to the point of beginning, excluding that portion that lies within Continental Control Area, control areas, and transition areas at Nome and Kotzebue, Alaska.

Control 1310
That airspace within 4 nautical miles each side of a direct line extending from the Anchorage, Alaska, VORTAC to the Middleton Island, Alaska, VORTAC, including the additional airspace between lines diverging at 4.5° angles from the centerline, extending SE from the Anchorage VORTAC and NW from the Middleton Island VORTAC and which terminate at the intersecting points midway between Anchorage and Middleton Island; thence within 16 miles each each side of a line extending from the Wessels, Alaska, RBN to the Sandspit, British Columbia, Canada, RBN; including that airspace between lines diverging at 5° angles from the centerline, extending southeast from the Wessels, Alaska, RBN and northwest from the Sandspit RBN, and which terminate at the intersecting points midway between Wessels and Sandspit, excluding the portion within Canada, and the airspace below 2,000 feet MSL outside the United States.

Control 1316
That airspace within 5 miles each side of the Los Angeles, Calif., VOR 264° radial extending from the VOR to the Oakland Oceanic Control Area boundary and between lines diverging at an angle of 5° from the 264° radial extending from the Los Angeles VOR to the Oakland Oceanic Control Area boundary, excluding the airspace below 5,000 feet MSL within W-289.

Control 1318
That airspace within 5 miles each side of the Los Angeles, Calif., VORTAC 249° radial extending from the VORTAC to the Wilba Fix (lat. 32°41'00"N., long. 122°03'00"W.) and between lines diverging at an angle of 5° from the 249° radial extending from the Los Angeles VORTAC to the Wilba Fix, excluding the airspace below 6,000 feet MSL within W-289.

Control 1400
That airspace within 5 miles each side of the 262° bearing from King Salmon, Alaska, LOM extending from the LOM to the Anchorage CTA/FIR boundary, and between lines diverging at an angle of 5° from the King Salmon LOM 262° bearing extending from the LOM to the Anchorage CTA/FIR boundary, excluding the airspace below 2,000 feet MSL outside the United States.

Control 1401
That airspace within 5 miles each side of the 246° bearing from the King Salmon, Alaska, LOM extending from the LOM to long. 160°00'00" W., and between lines diverging at an angle of 5° from the King Salmon, LOM 246° bearing extending from the LOM to long. 160°00'00" W., excluding the airspace below 2,000 feet MSL outside the United States.

Control 1415
That airspace within parallel boundary lines 4 nmi each side of the Fortuna, Calif., VOR 270° radial including the additional airspace within lines diverging at angles of 4.5° from the centerline extending to the E boundary of the Oakland Oceanic Control Area, excluding the portion below 5,000 feet MSL W of longitude 124°30'00" W.

Control 1416
That airspace within 5 miles each side of the Fortuna, Calif., VORTAC 326° radial and the additional area between lines diverging at angles of 5° each side of the 326° radial, extending from the VORTAC to the Gateway Hemlock INT, excluding the airspace below 5,000 feet MSL which lies outside the continental limits of the United States.

Control 1418
From Hoquiam, Wash., to the INT of the Hoquiam 232° radial and the E boundary of the Oakland Oceanic Control Area, excluding the airspace at and below 2,000 feet MSL.

AMENDMENTS 10/4/79 44 F. R. 46784 (Rewritten)

Control 1419
From Newport, Oreg., to the INT of the Newport 237° radial and the E boundary of the Oakland Oceanic Control Area, excluding the airspace at and below 2,000 feet MSL.

AMENDMENTS 10/4/79 44 F. R. 46784 (Rewritten)

Control 1483
That airspace within 5 miles each side of the 237° bearing from the Oscarville, Alaska, RBN; extending from the
RBN to the E boundary of the Anchorage Oceanic Control Area, and between lines diverging at a 5° angle from the 237° bearing extending from the Oscarville RBN to the E boundary of the Anchorage Oceanic Control area and excluding the airspace below 2,000 feet MSL outside the United States.

Control 1485
That airspace extending upward from FL-230 bounded by a line beginning at latitude 68°00'00" N., longitude 168°58'23" W.; to latitude 72°00'00" N., longitude 158°00'00" W.; to latitude 72°00'00" N., longitude 141°00'00" W.; to latitude 68°00'00" N., longitude 141°00'00" W.; to the point of beginning.

Control 1486
That airspace within 5 miles each side of the Ukiah, Calif., VOR 300° radial and the additional area between lines diverging at angles of 5° either side of the 300° radial extending from the VOR to the eastern boundary of the Seattle Oceanic Control Area; excluding the airspace below 5,000 feet MSL which lies outside the continental limits of the United States.

Control 1487
That airspace extending upward from 14,500 feet MSL; to FL 450, within the area bounded by a line beginning at latitude 59°08'30" N., longitude 147°16'00" W., counterclockwise via the arc of a 172-mile radius centered on the Anchorage VORTAC to latitude 60°14'10" N., longitude 145°29'30" W., thence southeastward 3 nmi from and parallel to the U. S. coastline to latitude 54°40'00" N., longitude 132°56'00" W., thence to latitude 54°14'00" N., longitude 134°57'00" W., thence along the eastern boundary of the Anchorage Oceanic control area to the point of beginning. The portion within Control 1310 and the portion within Canada is excluded.

Barnegat, N. J.
That airspace extending upward from 700 feet MSL beginning at lat. 39°40'00"N., long. 73°29'00"W.; to lat. 39°40'00"N., long. 72°50'00"W.; to lat. 39°34'00"N., long. 72°50'00"W.; thence along lat. 39°34'00"N., to the northeast edge of Control 1147; southeast along the northeast edge of Control 1147 to lat. 39°19'00"N.; thence to lat. 38°33'00"N., long. 73°08'00"W.; west along lat. 38°33'00"N., to the northeast edge of Control 1148; thence northwest along the northeast edge of Control 1148 to long. 73°50'00"W.; to lat. 38°58'00"N., long. 73°50'00"W.; to lat. 38°58'00"N., long. 73°13'00"W.; to lat. 39°09'00"N., long. 73°13'00"W.; to lat. 39°09'00"N., long. 73°29'00"W.; to point of beginning; and that airspace extending upward from 1,200 feet MSL bounded on the northeast by the southwest boundary of Control 1147, on the southeast by the New York Oceanic CTA/FIR, on the southwest by the northeast boundary of Control 1148, on the northwest by the east boundary of Victor Airway 139, on the north by latitude 39°44'00"N. The portion within North Atlantic Control Area is excluded.

Boardman, Oreg.
That airspace extending upward from 1200 AGL bounded on the northeast by the southwest edge of V-4, on the southeast and the southwest by the north edge of V-112, and on the northwest by the southeast edge of V-520; excluding the portion within Restricted Area R-5704 during its published hours of designation.

Bozeman, Mont.
From Bozeman, Mont., VOR, 10,700 MSL Livingston, Mont., VORTAC.

Brownerville/Barter Island, Alaska
From the Brownerville, Alaska, RBN, 12 AGL Lonely, Alaska, RBN; 12 AGL Oliktok, Alaska, RBN; 12 AGL Put River, Alaska, RBN; 12 AGL Barter Island, Alaska, RBN.

Brunswick, Maine
That airspace extending upward from 2,000 feet MSL W of longitude 69°30'00" W. and from 5,500 feet MSL E of longitude 69°30'00" W., bounded on the W and N by the Portland, Maine, and the Bangor, Maine, transition areas; on the E by the W boundary of the Moncton Flight Information Region; on the S by the N boundary of Control 1141; and on the SW between latitude 42°40'10" N., longitude 70°30'00" W., and latitude 42°45'00" N., longitude 70°37'00" W., by a line 3 nautical miles from and parallel to the U. S. shoreline.

Colville, Wash.
That airspace extending upward from 7,000 feet MSL bounded on the north by the United States/Canadian border, on the east by the west edge of V-112, on the south by lat. 48°00' N., and on the west by long. 119°00' W., excluding the Spokane, Wash., transition area. That airspace below 1,200 feet AGL is excluded.

Gulf of Alaska
From lat. 60°09'00"N., long. 144°30'00"W., thence eastward 3 NM offshore and parallel to the shoreline to lat. 59°43'30"N., long. 140°00'00"W., to lat. 59°27'00"N., long. 140°00'00"W., thence westward along the south boundary of V-440 to long. 144°30'00"W., to point of beginning, excluding that portion that lies within transition areas at Yakataga and Yakutat, Alaska. The portion within Control 1487 is excluded.

Gulf of Mexico
That airspace extending upward from 1,200 feet MSL bounded by a line beginning at a point 3 nautical miles offshore at latitude 25°58'30" N., longitude 97°05'20" W., thence northward 3 nautical miles from and parallel to the shoreline to latitude 27°32'00" N., longitude 82°48'00" W., to latitude 27°43'00" N., longitude 83°45'30" W., to latitude 27°35'00" N., longitude 83°45'00" W., thence west along the north boundary of the Miami and Houston Oceanic Control Area to latitude 26°00'00" N., longitude 96°00'00" W., to point of beginning; excluding that airspace east of Corpus Christi, Tex., beginning at a point 3 nautical miles offshore at latitude 27°49'00" N., thence to latitude 27°45'30" N., longitude 96°51'00" W., to latitude 27°28'20" N., longitude 96°45'30" W., to latitude 27°14'30" N., longitude 96°55'30" W., to latitude 27°23'00" N., longitude 97° 06'00" W., to a point 3 nautical miles offshore at latitude 27°11'20" N.

Kirksville, Mo.
From Kirksville, Mo., VORTAC 12 AGL to Moline, Ill., VORTAC, and from Kirksville VORTAC 45 MSL to St. Louis, Mo., VORTAC.

Lakeview, Oreg.
That airspace extending upward from 10,500 feet MSL bounded on the north by latitude 44°00" N., on the east by a line extending from latitude 44°00" N., longitude 120°00" W., to the north edge of V-122 at longitude 119°00" W., on the south by the north edge of V-122, and on the west by the east edge of V-165.

Newport, Oreg.
That airspace extending upward from 5,000 feet MSL bounded on the north by the Vancouver Oceanic Control boundary, on the east by a line beginning at Lat. 48°30'00"N., Long. 124°44'00"W., thence extending southward 3 nautical miles west of and parallel to the shoreline, thence via the west edge of V-27W and V-27 to the Oakland ARTCC Flight Advisory Area, on the south by the Oakland ARTCC Flight Advisory Area, and on the west by the Oakland Oceanic Control boundary.

North Atlantic
That airspace extending upward from 2,000 feet MSL bounded on the south by the South Atlantic control area; on the west along a line 3NM east of and parallel to the U. S. shoreline; on the north by lat. 41°40' 00"N.; on the east by a line from lat. 41°40'00"N., long. 67°00'00"W.; to lat. 39°00'00"N., long. 67°00' 00"W.; to lat. 38°35'00"N., long. 68°53'00"W.; to lat. 38°20'00"N., long. 69°57'00"W.; to lat. 37°31'00"N., long. 71°41'00"W.; to lat. 37°15'00"N., long. 73°00'00"W.; and the New York Oceanic CTA/FIR.

Omak, Wash.
That airspace extending upward from 4,500 feet MSL beginning at lat. 48°00'N., long. 118°36'W., to lat. 47°45'N., long. 118°
36'W., to lat. 47°45'N., long. 120°00'W., to lat. 48°00'N., long. 120°00'W., to lat. 48°00'N., long. 119°35' W., to lat. 48°09'30"N., long. 119°36'W., to lat. 48°10'N., long. 119°23'W., to lat. 48°00'N., long. 119°22' 20"W., to point of beginning. That airspace extending upward from 8,500 feet MSL bounded on the north by the U.S./Canadian border, on the east by longitude 119°00' W., on the south by latitude 48°00' N., and on the west by a line from latitude 48°00' N., longitude 120°30' W.; to latitude 49°00' N., longitude 120°00' W., excluding that airspace below 1200 feet AGL.

AMENDMENTS 2/22/79 43 F. R. 57243 (Changed)

Olympic Peninsula, Wash.
That airspace extending upward from 5,500 feet MSL beginning at lat. 48°14' N., long. 124°45' W., to lat. 48° 00' N., long. 124°07' W., to lat. 47°38' N., long. 123°40' W., to lat. 47°15' N., long. 123°40' W., to lat. 47° 07' N., long. 124°11' W., to lat. 47°30' N., long. 124°21' W., to lat. 48°00' N., long. 124°45' W., to point of beginning. That airspace below 1,200 feet AGL is excluded.

Ottumwa, Iowa
From the Ottumwa, Iowa, VORTAC 12 AGL 26 miles, 50 MSL to Kansas City, Mo., VORTAC.

Rattlesnake, Wyo.
That airspace extending upward from 8,500 feet MSL bounded on the north by V-298S, on the east by Casper, Wyo., 1,200-foot transition area, on the south and southwest by a line 4 NM south and southwest and parallel to the Casper ILS west course and Riverton, Wyo., VOR 099° radial and on the west by the Riverton, Wyo., 1,200-foot transition area.

San Francisco, Calif.
That airspace extending upward from 5,000 feet MSL bounded on the north by the Seattle ARTCC flight advisory area, on the east by the west edge of V-27W and V-199 to a point 3 nautical miles offshore, then via a line 3 nautical miles west of and parallel to the shoreline, on the south by the Santa Barbara Control Area and on the west by the Oakland Oceanic CTA/FIR boundary.

Santa Barbara, Calif.
That airspace extending upward from 5,000 feet MSL bounded on the northwest by a line extending from lat. 34° 30'00" N., long. 123°15'00" W., to lat. 35°26'30" N., long. 121°03'40" W., on the northeast by a line 3 nautical miles southwest of and parallel to the shoreline, on the southeast by a line 5 nautical miles southeast of and parallel to the Santa Catalina 048° and 228° true radials and the northwest boundary of Warning Area W-291, and on the southwest by the Oakland Oceanic CTA/FIR boundary.

Sault Ste. Marie, Mich.
That airspace extending upward from 1,200 feet AGL within 4 nautical miles each side of a direct line extending from the Thunder Bay, Ontario, Canada, RBN to the Sault Ste. Marie, Mich., RBN, including the additional airspace between lines diverging at 4.5° from the centerline at the Thunder Bay and Sault Ste. Marie RBNS and extending until they meet. Also that airpsace extending upward from 1,200 feet AGL in an area bounded by a line beginning at lat. 46°48'45" N., long. 84° 33'00" W., to lat. 46°33'00" N., long. 85°01'40" W., to lat. 47°00'00" N., long. 86°25'30" W., to lat. 47°19' 40" N., long. 86°10'10" W., thence to the point of beginning. The airspace within Canada is excluded.

Sidney, Mont.
That airspace extending upward from 1,200 feet AGL within 4 nautical miles each side of a direct line extending from latitude 47°41'00" N., longitude 104°06'15" W., to latitude 48°06'45" N., longitude 105°36'00" W.

South Atlantic
That airspace extending upward from 1,200 feet MSL bounded by a line beginning at lat. 24°00'00"N., long. 80°56'30"W.; to lat. 24°45'40"N., long. 80°48'20"W.; thence northward 3 NM from and parallel to the shoreline to lat. 35°29'30"N., long. 75°24'50"W.; to lat. 34°21'18"N., long. 73°58'53"W.; thence southward along the New York Oceanic CTA/FIR boundary to lat. 32°15'00"N., long. 77°00'00"W.; to lat. 27°00'00"N., long. 77°00' 00"W.; to lat. 27°00'00"N., long. 78°53'00"W.; to lat. 26°27'00"N., long. 79°00'00"W.; to lat. 24°40'00"N., long. 79°00'00"W.; to lat. 24°00'00"N., long. 78°00'00"W.; thence to point of beginning.

AMENDMENTS 2/22/79 44 F. R. 39 (Rewritten) Corr: 44 F. R. 5645

South Florida
That airspace extending upward from 1,200 feet MSL bounded by a line beginning at lat. 27°32'00"N., long. 82° 48'00" W., thence southward 3 nautical miles from and parallel to the shoreline to lat. 24°45'40" N., long. 80° 48'20" W.; to lat. 24°00'00" N., long. 80°56'30" W.; to lat. 24°00'00" N., long. 83°10'00" W.; to lat. 27°35' 00" N., long. 83°45'00" W.; to lat. 27°43'00" N., long. 83°45'00" W.; thence to point of beginning.

AMENDMENTS 2/22/79 44 F. R. 39 (Changed)

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).

SUBPART F - CONTROL ZONES

§ 71.171 Designation.
The parts of airspace described below are designated as control zones.

Abbotsford, British Columbia, Canada
That airspace within the area bounded by a line beginning 48°57'30"N; 122°21'43"W, thence counter-clockwise along the arc of a circle of 4 nautical miles radius centered on the Abbotsford airport at 49°01'32"N; 122°21'43"W. to 49°02'00"N; 122°27'40"W. to 49°02'00"N; 122°33'45"W, to 48°57'30"N; 122°33'45"W, thence to the point of beginning excluding the airspace overlying the territory of Canada.

Aberdeen, Md.
Within a 5-mile radius of the center, lat. 39°28'00"N., long. 76°10'00"W., of Phillips AAF; within 4.5 miles each side of a 029° bearing from the Aberdeen, Md., RBN, extending from the RBN to 8.5 miles northeast of the RBN; within 3.5 miles each side of the Phillips VOR 033° radial, extending from the VOR to 11.5 miles northeast of the VOR. This control zone is effective from 0800 to 1630 hours, local time, Monday through Friday, excluding Federal legal holidays.

Aberdeen, S. Dak.
Within a 5-mile radius of Aberdeen Municipal Airport (latitude 45°27'00" N., longitude 98°25'00" W.) and within 3 miles each side of the Aberdeen VORTAC 131° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; within 2 miles each side of the Aberdeen VORTAC 312° radial, extending from the 5-mile radius zone to 9 miles northwest of the VORTAC. This control zone is effective during specific dates and times as established in advance by a Notice to Airmen. The effective date and time, thereafter, will be continuously published in the Airport/Facility Directory.

Abilene, Tex. (Municipal Airport)
Within a 5-mile radius of Abilene Municipal Airport (latitude 32°24'42" N., longitude 99°40'53" W.); within 2.5 miles west and 3 miles east of the Abilene ILS localizer north course, extending from the 5-mile radius zone to 6.5 miles north of the airport; within 2.5 miles west and 3 miles east of the Abilene ILS localizer south course extending from the 5-mile radius zone to 7.5 miles south of the airport; and within 2 miles each side of the Abilene VORTAC 112° radial, extending from the 5-mile radius zone to the VORTAC, excluding the portion within the Abilene, Tex. (Dyess AFB), control zone.

Abilene, Tex. (Dyess AFB)
That airspace within a 5-mile radius of Dyess AFB (latitude 32°25'10" N., longitude 99°51'15" W.); within 2 miles each side of the Dyess ILS localizer S course; extending from the 5-mile radius zone to 8.5 miles S of the 5-mile radius zone; within 2 miles each side of the Tuscola VOR 350° radial, extending from the 5-mile radius zone to 2 miles N of the VOR; and within 2 miles each side of the Abiline VORTAC 353° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

Adak, Alaska
Within a 5-mile radius of the NS Adak Airport (latitude 51°52'59" N., longitude 176°38'54" W.); within 2 miles each side of the 054° bearing from the Adak RBN, extending from the 5-mile radius zone to 8 miles northeast of the RBN, and within 2 miles each side of the Navy Adak TACAN 067° radial, extending from the 5-mile radius zone to 8 miles northeast of the TACAN.

Akron, Colo.
Within a 5-mile radius of Akron-Washington County Airport (latitude 40°10'30" N., longitude 103°12'45" W.) and within 4 miles each side of the Akron VORTAC 123° radial, extending from the 5-mile radius zone to 11 miles southeast of the VORTAC.

Akron, Ohio (Akron-Canton Airport)
Within a 5.5-mile radius of the center, lat. 40°54'58" N., long. 81°26'32" W. of Akron-Canton Airport, Akron, Ohio, excluding the portion subtended by a chord drawn between the points of INT of the 5.5-mile radius zone with the Akron, Ohio (Akron Municipal Airport), control zone.

Akron, Ohio (Akron Municipal Airport)
Within a 5.5-mile radius of the center, lat. 41°02'18" N., long. 81°28'01" W. of Akron Municipal Airport, Akron, Ohio, excluding the portion subtended by a chord drawn between the points of INT of the 5.5-mile radius zone with the Akron, Ohio (Akron-Canton Airport), control zone.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alameda, Calif.
Within a 5-mile radius of NAS Alameda (Lat. 37°47'10" N, Long. 122°19'00" W), excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the Oakland, Calif., control zone.

Alamogordo, N. Mex.
Within a 5-mile radius of the Holloman Air Force Base Airport (latitude 32°51'04" N., longitude 106°06'05" W.); within 2 miles each side of the Holloman VOR 015° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the extended centerline of Runway 3 extending from the 5-mile radius zone to 4.5 miles northeast of the northeast end of Runway 3; within 2 miles each side of the extended centerline of Runway 15 extending from the 5-mile radius zone to 4.5 miles south of the south end of Runway 15; within 2 miles each side of the extended centerline of Runway 21 extending from the 5-mile radius zone to 4.5 miles southwest of the southwest end of Runway 21; within 2 miles each side of the Holloman TACAN 349° radial extending from the 5-mile radius zone to 17.5 miles north of the TACAN; and within 2 miles each side of the VOR 350° radial extending from the 5-mile radius zone to 8 miles north of the VOR; excluding that portion within a 2-mile radius of the Alamogordo Municipal Airport (latitude 32°50'27" N., longitude 105°59'17" W.) and within a 2-mile radius of the Midway Airport (latitude 32°52'04" N., longitude 105°59'26" W.). The portion of this control zone within R-5107D extends upward to 22,000 feet MSL.
This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alamosa, Colo.
Within a 5-mile radius of Alamosa Municipal Airport (lat. 37°26'15"N., long. 105°51'40"W.) within 3.5 miles each side of the Alamosa VORTAC 127° and 335° radials extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Albany, Ga. (Albany-Dougherty County Airport)
Within a 5-mile radius of Albany-Dougherty County Airport (lat. 31°32'07" N., long. 84°11'41" W.); within 2.5 miles each side of Albany VORTAC 143° radial, extending from the 5-mile radius zone to 1 mile southeast of the VORTAC.

Albany, N. Y.
Within a 5-mile radius of the center 42°44'43"N., 73°48'05"W., of Albany County Airport, Albany, N. Y.; within 3 miles each side of the Albany VORTAC 354° radial, extending from the 5-mile radius zone to 8.5 miles north of the VORTAC; within 4 miles each side of the Albany VORTAC 082° radial, extending from the 5-mile radius zone to 15 miles east of the VORTAC; within 2 miles each side of the extended centerline of Albany County Airport Runway 10; extending from the 5-mile radius zone to 5 miles west of the approach end of Runway 10; within 3 miles each side of the Albany VORTAC 181° radial, extending from the 5-mile radius zone to 8.5 miles south of the VORTAC.

Albuquerque, N. Mex.
Within a 5-mile radius of Albuquerque International Airport (latitude 35°02'42" N., longitude 106°36'02" W.); within 2 miles each side of the extended centerline of Runway 35, extending from the 5-mile radius zone to 5.5 miles north of the airport coordinates; within 2 miles east and 3.5 miles west of the extended centerline of runway 17, extending from the 5-mile radius zone to 6 miles south of the airport coordinates; and within 2 miles each side of the Albuquerque VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC

Alexandria, La. (England AFB)
That airspace within a 5-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.); within 2 miles each side of the 318° bearing from the England RBN, extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Alexandria VORTAC 151° and 331° radials, extending from the 5-mile radius zone to 1.5 miles southeast of the VORTAC; within 2 miles each side of the Alexandria VORTAC 327° radial, extending from the 5-mile radius zone to 11.5 miles northwest of the VORTAC; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 6 miles northwest of the airport; within 2 miles each side of the extended centerline of Runway 18, extending from the 5-mile radius zone to 5.5 miles north of the airport; and within 2 miles each side of the extended centerline of Runway 36, extending from the 5-mile radius zone to 6.5 miles south of the airport.
This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alexandria, La. (Esler Regional Airport)
Within a 5-mile radius of Esler Regional Airport (latitude 31°23'45" N., longitude 92°17'40" W.), and within 3 miles each side of the Esler VOR 338° radial extending from the 5-mile radius zone to 8.5 miles north of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alexandria, Minn.
Within a 5-mile radius of Alexandria Municipal Airport (latitude 45°52'00" N., longitude 95°23'40" W.); and within 2 miles each side of the Alexandria VORTAC 231° radial, extending from the 5-mile radius zone to 2 miles southwest of the VORTAC.

Alice, Tex.
That airspace within a 5-mile radius of the Alice International Airport (latitude 27°44'30" N., longitude 98°01'40" W.); within 2 miles each side of the Alice VOR 153° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR; within 2 miles each side of the Alice VOR 270° radial, extending from the 5-mile radius zone to 8 miles west of the VOR; and within 2 miles each side of the 134° bearing from latitude 27°44'20" N., longitude 98°01'46" W., extending from the 5-mile radius zone to 8 miles southeast of latitude 27°44'20" N., longitude 98°01'46" W.

Allentown, Pa.
Within a 5.5-mile radius of the center, 40°39'16" N., 75°26'11" W. of Allentown-Bethlehem-Easton Airport, Allentown, Pa., extending clockwise from a 042° bearing to a 103° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 103° bearing to a 209° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 209° bearing to a 291° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 291° bearing to a 042° bearing from the airport; within a 1.5-mile radius of the center, 40°34'13" N., 75° 29'19" W. of Allentown-Queen City Municipal Airport, Allentown, Pa.; within 2 miles each side of the Allentown-Bethlehem-Easton Airport localizer southwest course extending from the localizer to 1 mile northeast of the OM; within 3.5 miles each side of the Allentown VORTAC 178° and 358° radials, extending from 1 mile south to 5 miles north of the VORTAC; within 3 miles each side of the Allentown-Bethlehem-Easton Airport localizer northwest course, extending from the localizer to 8.5 miles northwest of the OM.

Alliance, Nebr.
Within a 5-mile radius of Alliance Municipal Airport (lat. 42°03'11.3"N., long. 102°48'25.3"W.); within 3 miles each side of the Alliance VOR 302° radial, extending from the 5-mile radius zone to 6½ miles northeast of the VOR; and within 3 miles each side of the Alliance VOR 145° radial, extending from the 5-mile radius zone to 10 miles southeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alma, Ga.
Within a 5-mile radius of Bacon County Airport (lat. 31°32'17" N., long. 82°30'33" W.); within 3 miles each side of Alma VORTAC 146° radial, extending from the 5-mile radius zone to 8.5 miles southeast and northwest of the VORTAC. This control zone is effective from 0600 to 2200 hours, local time, daily.

Alpena, Mich.
That airspace within a 5-mile radius of Phelps-Collins Airport, Alpena, Mich. (latitude 45°04'50" N., longitude 83°33'35" W.); within 3 miles each side of the 360° bearing from the Alpena RBN, extending from the 5-mile radius to 8 miles north of the Alpena RBN; within 3 miles each side of the Alpena VORTAC 346° radial, extending from the 5-mile radius to 7½ miles north of the VORTAC; within 3 miles each side of the Alpena VORTAC 305° radial, extending from the 5-mile radius to 7 miles northwest of the VORTAC; and within 3 miles each side of the Alpena VORTAC 186° radial, extending from the 5-mile radius to 7 miles south of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alton, Ill.
Within a 5-mile radius of Civic Memorial Airport (latitude 38°53'30" N., longitude 90°03'00" W.); within 2½ miles each side of the 104° bearing from Civic Memorial Airport, extending from the 5-mile radius zone to 5½ miles east of the airport; and within 3 miles each side of the 009° bearing from Civic Memorial Airport; extending from the 5-mile radius zone to 7 miles north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Altoona, Pa.
Within a 5-mile radius of the center, lat. 40°17'51"N., long. 78°19'10"W. of Altoona-Blair County Airport, extending clockwise from a 090° bearing to a 137° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 137° bearing to a 163° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 163° bearing to a 258° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 258° bearing to a 323° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 323° bearing to a 065° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 090° bearing from the airport and within 3 miles each side of the Altoona, Pa., VOR 026° radial, extending from the VOR to 8.5 miles northeast of the VOR.

Altus, Okla.
Within a 5-mile radius of the Altus AFB (latitude 34°39'40" N., longitude 99°16'30" W.); within 2 miles each side of the Altus AFB ILS localizer S course, extending from the 5-mile radius zone to 3.8 miles S of the 5-mile radius; and within 2 miles each side of the Altus AFB TACAN 185° radial, extending from the 5-mile radius zone to 9 miles S of the TACAN, excluding that airspace within a 1½-mile radius of the Altus, Okla., Municipal Airport (latitude 34°41'57" N., longitude 99°20'21" W.).

Amarillo, Tex.
That airspace within a 5-mile radius of the Amarillo Air Terminal (latitude 35°13'10" N., longitude 101°42'40" W.); within 2 miles each side of the Amarillo VORTAC 221° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the extended centerline of the Amarillo AFB/Air Terminal Runway 21, extending from the 5-mile radius zone to 4.5 miles SW of the lift-off end of the runway.

Anchorage, Alaska (Anchorage International Airport)
Within a 5-mile radius of the Anchorage International Airport (latitude 61°10'16" N., longitude 149°58'48" W.); within 2 miles each side of the Anchorage VORTAC 079° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Anchorage ILS localizer west course extending from the 5-mile radius zone to the OM; excluding the portion within the Anchorage (Merrill Field/Elmendorf AFB) control zone.

Anchorage, Alaska (Bryant AAF)
Within a 3-mile radius of Bryant AAF (lat. 61°16'N., long. 149°40'W.), excluding the portion west of long. 149°43'W.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the United States Government Flight Information Publication Supplement Alaska.

Anchorage, Alaska (Merrill Field/Elmendorf AFB)
Within a 3-mile radius of Merrill Field (lat. 61°13'N., long. 149°51'W.); within a 5-mile radius of Elmendorf AFB (lat. 61°15'N., long. 149°49'W.); within 2 miles each side of the Elmendorf ILS localizer W course extending from the 5-mile radius zone to a point 7.5 miles from the localizer antenna, excluding the portion within the Anchorage (Bryant AAF) control zone.

AMENDMENTS 10/4/79 44 F. R. 37621 (Rewritten)

Anderson, Ind.
Within a 5-mile radius of Anderson Municipal Airport (lat. 40°06'30" N., long. 85°38'55" W.) and within 3.5 miles either side of the 298° bearing from Anderson Municipal Airport, extending from the 5-mile radius to 7.5 miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Anderson, S. C.
Within a 5-mile radius of Anderson County Airport (latitude 34°29'40" N., longitude 82°42'30" W.); within 1.5 miles each side of Electric City VORTAC 039° radial, extending from the 5-mile radius zone to 1.5 miles northeast of the VORTAC and within 3 miles each side of the 171° bearing from the Anderson County RBN (lat. 34°29'53"N., long. 82°42'31"W.), extending from the 5-mile radius zone to 8.5 miles south of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 6/14/79 44 F. R. 19185 (Changed)

Aniak, Alaska
Within a 5-mile radius of the Aniak airport (lat. 61°35'N., long. 159°32'W.); within 3 miles each side of the 114°T (094°M) bearing from Aniak NDB, extending from the 5-mile radius zone to 8 miles SE of the NDB, and within 2 miles each side of the Aniak localizer (lat. 61°35'02"N., long. 159°33'01"W.) west course extending from the 5-mile radius zone to 6.5 miles west of the localizer. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Ann Arbor, Mich.
Within a 5-mile radius of the Ann Arbor, Mich. Airport (latitude 42°13'22" N., longitude 83°44'40" W.); excluding that portion which overlies the Detroit, Mich., Willow Run Airport control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Anniston, Ala.
Within a 5-mile radius of Anniston-Calhoun County Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within 1 mile each side of the ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Appleton, Wis.
Within a 5-mile radius of Outagamie County Airport (latitude 44°15'35" N., longitude 88°31'15" W.); and within 2½ miles each side of the 135°, 285° and 016° bearings from Outagamie County Airport, extending from the 5-mile radius zone to 5½ miles southeast, west, and north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Arcata, Calif.
Within a 5-mile radius of Arcata Airport (latitude 40°58'45" N., longitude 124°06'25" W.); and within 2 miles each side of the 219° bearing from the Arcata RBN, extending from the 5-mile radius zone to 8 miles SW of the RBN.

Ardmore, Okla.
Within a 5-mile radius of Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W), within 2 miles either side of the Ardmore VOR 053° radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 085° bearing from the Springton RBN extending from the 5-mile radius zone to the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Artesia, Miss.
Within a 5-mile radius of Golden Triangle Regional Airport (lat. 33°26'48"N., long. 88°35'30"W.). This control zone is effective from 0530 to 2330 hours, local time, daily.

Asheville, N. C.
Within a 5-mile radius of Asheville Municipal Airport (lat. 35°26'04" N., long. 82°32'25" W.); within 2.5 miles each side of the 340° bearing from Broad River RBN, extending from the 5-mile radius zone to 2 miles north of the RBN; within 2 miles each side of Runway 16/34 extended centerlines, extending from the 5-mile radius zone to the Broad River and Biltmore RBNs.

Aspen, Colo.
Within a 5-mile radius of the Aspen-Pitkin County (Sardy Field) Airport (lat. 39°13'30" N., long. 106° 52'09" W.); within 3 miles each side of the 316° bearing from the Aspen Airport, extending from the 5-mile radius to 8.5 miles northwest of the Aspen Airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Astoria, Oreg.
Within a 5-mile radius of Clatsop County Airport, Astoria, Oreg. (latitude 46°09'25" N., longitude 123°52'38" W.), within 2 miles each side of the Astoria VOR 268° radial, extending from the 5-mile radius zone to 8 miles W of the VOR, and within 4.5 miles each side of the Astoria VOR 309° radial, extending from the 5-mile radius zone to 16 miles NW of the VOR.

Athens, Ga.
Within a 5-mile radius of Athens Municipal Airport (lat. 33°56'54" N., long. 83°19'37" W.); within 3 miles each side of Athens VORTAC 076° and 195° radials, extending from the 5-mile radius zone to 8.5 miles east and south of the VORTAC.

Atlanta, Ga.
Within a 5-mile radius of The William B. Hartsfield Atlanta International Airport (lat. 33°38'31" N., long. 84°25'34" W.); within 2 miles each side of the Rex VORTAC 264° and 271° radials, extending from the 5-mile radius zone to 1 mile west of the VORTAC; within 2 miles each side of Atlanta ILS Runway 9R localizer west course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of Atlanta ILS Runway 8 localizer west course, extending from the 5-mile radius zone to the LOM.

Atlanta, Ga. (Charlie Brown County Airport)
Within a 5-mile radius of Charlie Brown County Airport (lat. 33°46'35"N., long. 84°31'15"W.).

AMENDMENTS 6/14/79 44 F. R. 23205 (Rewritten)

Atlanta, Ga. (Dobbins AFB/NAS Atlanta)
Within a 6-mile radius of Dobbins AFB/NAS Atlanta (Lat. 33°54'54"N., Long. 84°30'59"W.); within 1.5 miles each side of Dobbins TACAN 301° radial, extending from the 6-mile radius zone to 6.5 miles northwest of the TACAN; excluding the portion within the Atlanta, Ga., (Charlie Brown County Airport) control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

Atlantic City, N. J.
Within a 5-mile radius of the center latitude 39°27'22" N., longitude 74°34'41" W. of NAFEC Atlantic City Airport, Atlantic City, N. J.; within 3 miles each side of the Atlantic City VORTAC 303° radial, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; within a 3-mile radius of the center latitude 39°21'35" N., longitude 74°27'28" W. of Atlantic City Municipal-Bader Field, Atlantic City, N J.; within 2 miles each side of the Atlantic City VORTAC 136° radial, extending from the VORTAC to the 3-mile radius zone and within 1.5 miles each side of a 283° bearing from a point latitude 39°21'43" N., longitude 74°27'46" W., extending from said point to 5.5 miles west.

Augusta, Ga.
Within a 5-mile radius of Bush Field (latitude 33°22'10" N., longitude 81°57'55" W.); within 2 miles each side of Augusta ILS localizer south course, extending from the 5-mile radius zone to 0.5 miles north of the LOM; within a 5-mile radius of Daniel Field (latitude 33°27'55" N., longitude 82°02'25" W.); within 2 miles each side of Augusta VORTAC 135° radial, extending from the 5-mile radius zone to 2 miles southeast of the VORTAC.

Augusta, Maine
Within a 5-mile radius of the center, (lat. 44°19'N., long. 69°48'W.) of Augusta State Airport, Augusta, Maine; within 4.5 miles each side of the Augusta, Maine, VORTAC 328° radial extending from the 5-mile radius zone to 12 miles northwest of the Augusta VORTAC, and within 3 miles each side of the Augusta, Maine, VORTAC 156° radial extending from the 5-mile radius zone to 8.5 miles southeast of the VORTAC.

Aurora, Ill.
That airspace within a 5-mile radius of the Aurora Municipal Airport (latitude 41°46'20" N., longitude 88° 28'20" W.) and within 1½ miles either side of the DuPage VOR 217° radial extending from the 5-mile radius to 7½ miles NE of the Aurora Airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Austin, Tex. (Bergstrom AFB)
Within a 5-mile radius of Bergstrom AFB (latitude 30°11'45" N., longitude 97°40'35" W.); within 2 miles each side of the Bergstrom ILS localizer S course, extending from the 5-mile radius zone to the LOM, excluding that portion within the Austin, Tex. (Robert Mueller Municipal Airport) control zone.

Austin, Tex. (Robert Mueller Municipal Airport)
Within a 5-mile radius of Robert Mueller Municipal Airport (latitude 30°17'55" N., longitude 97°42'00" W.); within 1.5 miles each side of the Austin VORTAC 304° radial extending from the 5-mile radius zone to 6 miles northwest of the Austin VORTAC; and within 1.5 miles each side of the Austin VORTAC 329° radial extending from the 5-mile radius zone to 6 miles northwest of the Austin VORTAC.

Baker, Oreg.
Within a 5-mile radius of Baker Municipal Airport (latitude 44°50'25" N., longitude 117°48'35" W.), and within 3 miles each side of the Baker VORTAC 318° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC. This control zone is effective during specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Bakersfield, Calif.
Within a 5-mile radius of Meadows Field, Bakersfield, Calif., (lat. 35°25'40"N., long. 119°03'05"W.), within 1 mile each side of the Bakersfield ILS localizer northwest course, extending from the 5-mile radius zone to 11.5 miles northwest of the Bakersfield LOM and within 2 miles each side of the Bakersfield ILS localizer southeast course, extending from the 5-mile radius zone to the Bakersfield LOM.

Baltimore, Md. Baltimore-Washington International Airport
Within a 5-mile radius of the center 39°10'26" N., 76°40'12" W. of Baltimore Washington International Airport, Baltimore,
Md.; within a 5.5-mile radius of the center of the airport, extending clockwise from a 200° bearing to a 304° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 304° bearing to a 125° bearing from the airport; within 3.5 miles each side of the Baltimore Washington International Airport
ILS localizer west course, extending from the 5-mile radius to 9 miles west of the localizer; within 3.5 miles each side of the centerline of Baltimore Washington International Airport runway 10, extended to 8.5 miles east of the end of the runway; within 2 miles each side of the Baltimore Washington International Airport ILS localizer southeast
course, extending from the localizer to 4.5 miles southeast of the localizer; within 2 miles each side of the Baltimore VORTAC 314° radial, extending from the VORTAC to 10.5 miles northwest of the VORTAC.

Baltimore, Md. Glenn L. Martin State Airport
Baltimore, Md. (Glenn L. Martin State Airport) Within a 5-mile radius of the center, 39°19'40"N., 76°24'57"W., of Glenn L. Martin State Airport, Baltimore, Md.; within 3 miles
each side of a 129° bearing from the Martin, Md. RBN, extending from the 5-mile radius zone to 8.5 miles southeast of the RBN; within 5 miles each side of a 17-mile radius arc of the Baltimore, Md. VORTAC, extending clockwise from the Baltimore, Md. VORTAC 030° radial to the Baltimore, Md. VORTAC 046° radial. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 12/26/78 43 F. R. 60144 (Changed)

Bangor, Maine
Within a 5-mile radius of the center, lat. 44°48'28" N., long. 68°49'41" W. of Bangor International Airport, Bangor, Maine; within 2.5 miles each side of the Bangor, Maine, VORTAC 318° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC; within a 1-mile radius of the center, lat. 44°53'56" N., long. 69°01'12" W. of Levant Private Landing Area, West Levant, Maine; within 3.5 miles each side of the Bangor ILS localizer southeast course, extending from the 5-mile radius zone to 11.5 miles southeast of the OM.

Bartlesville, Okla.
Within a 5-mile radius of the Phillips Airport (latitude 36°45'46" N., longitude 96°00'38" W.), excluding the area north of latitude 36°46'00" N., and east of longitude 95°58'30" W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Baton Rouge, La.
Within a 5-mile radius of Ryan Airport (latitude 30°31'55" N., longitude 91°09'00" W.), within 1 mile each side of the Baton Rouge ILS localizer southeast course extending from the 5-mile radius zone to 6.5 miles southeast of Ryan Airport, and within 2 miles each side of the Baton Rouge VORTAC 071° radial extending from the 5-mile radius zone to 1 mile east of the VORTAC.

Battle Creek, Mich.
Within a 5-mile radius of Kellogg Field (latitude 42°18'31" N., longitude 85°14'57" W.) within 2 miles each side of the Battle Creek VORTAC 050°, 117° and 215° radials extending from the 5-mile radius zone to 8 miles NE, SE and SW of the VORTAC; and within 2 miles each side of the Kellogg Field ILS localizer SW course extending from the 5-mile radius zone to 5 miles SW of the approach end of runway 4. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Beaufort, S. C.
Within a 5-mile radius of Beaufort MCAS (lat. 32°28'53"N., long. 80°43'10"W.); within 3 miles each side of the 033° bearing from the Beaufort MCAS UHF RBN extending from the 5-mile radius zone to 8.5 miles northeast of the RBN. This control zone is effective from 0700 to 2300 hours, local time, daily.

AMENDMENTS 11/29/79 44 F. R. 52677 (Rewritten)

Beaumont, Tex.
Within a 7-mile radius of Jefferson County Airport (latitude 29°57'05" N., longitude 94°01'10" W.).

Beaver Falls, Pa.
Within a 5-mile radius of the center, 40°46'21"N., 80°23'37"W., of Beaver County Airport, Beaver Falls, Pa., within 1.5 miles each side of the Ellwood City, Pa., VORTAC 248° radial, extending from the 5-mile radius zone to 1.5 miles west of the VORTAC. This control zone is effective from 0900 to 2100 hours, local time daily June 1, through August 31, and from 0900 to 1700 hours, local time daily September 1, through May 31.

Beckley, W. Va.
Within a 6.5-mile radius of the center, 37°46'54"N., 81°07'27"W., of Raleigh County Memorial Airport, Beckley, W. Va.; within 3 miles each side of the Beckley VORTAC 284° radial, extending from the 6.5-mile radius zone to 8.5 miles west of the VORTAC; within 3 miles each side of the Beckley VORTAC 001° radial, extending from the 6.5-mile radius zone to 8.5 miles north of the VORTAC, and within 4 miles each side of the Beckley VORTAC 200° radial, extending from the 6.5-mile radius zone to 10.5 miles south of the VORTAC.

AMENDMENTS 2/22/79 43 F. R. 58807 (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.).
This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Beeville, Tex.
That airspace within a 5-mile radius of NAAS Chase Field, Beeville, Tex. (latitude 28°21'50" N., longitude 97°39'40" W.); within 2 miles each side of the NAAS Chase TACAN 129° and 321° radials extending from the 5-mile radius zone to 7 miles SE and NW of the TACAN.

Belleville, Ill.
Within a 5-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 5-mile radius zone to 5.5 miles SE of the SE end of Scott AFB Runway 31.

Bellingham, Wash.
Within a 5-mile radius of Bellingham International Airport (latitude 48°47'40" N., longitude 122°32'13" W.); within 2 miles each side of the Bellingham VORTAC 169° radial extending north from the 5-mile radius zone to 3 miles south of the VORTAC.

Bemidji, Minn.
Within a 5-mile radius of Bemidji Municipal Airport (latitude 47°30'30" N., longitude 94°55'55" W.); within 1½ miles each side of the Bemidji VORTAC 138° radial, extending from the 5-mile radius zone to the VORTAC; and within 3½ miles each side of the 262° bearing from Bemidji Municipal Airport, extending from the 5-mile radius zone to 8 miles west of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Benton Harbor, Mich.
Within a 5-mile radius of Ross Field (latitude 42°07'40" N., longitude 86°25'40" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Bethel, Alaska
Within a 5-mile radius of the Bethel Airport (latitude 60°46'54" N., longitude 161°50'05" W.); within 3 miles each side of the Bethel compass locator (ET) 023° bearing, extending from the 5-mile radius zone to 8.5 miles northeast of the compass locator; within 3 miles each side of the Bethel VORTAC 007° radial, extending from the 5-mile radius zone
to 8.5 miles north of the VORTAC; and within 3 miles each side of the Bethel VORTAC 214° radial, extending from the 5-mile radius zone to 9 miles southwest of the VORTAC.

Bettles, Alaska

Within a 5-mile radius of the Bettles Airport (latitude 66°54'57" N., longitude 151°31'31" W.); within 4 miles each side of the Evansville NDB 214° bearing extending from the 5-mile radius zone to 8.5 miles southwest of the NDB; and within 3 miles each side of the Bettles VORTAC 227° radial extending from the 5-mile radius zone to 9.5 miles southwest of the VORTAC.

This control zone is effective during dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the United States Government Flight Information Publication Supplement Alaska.

Beverly, Mass. (Beverly Municipal Airport)

Within a 5-mile radius of Beverly Municipal Airport (latitude 42°35'06" N., longitude 70°55'06" W.), and within 3.5 miles each side of the 333° bearing from the Topsfield RBN, extending 8 miles northwest of the NDB. This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established by a Notice to Airmen which, thereafter, will be continuously published in the Airport/Facility Directory.

Big Delta, Alaska

That airspace within a 5-mile radius of the Allen AAF, Fort Greeley, Alaska, (lat. 63°59'37"N., long. 145°43'08" W.) and within 4.5 miles each side of the Big Delta VORTAC 040° radial extending from the 5-mile radius zone to 11 miles northeast. This control zone is effective from 0600 to 2200 hours local time daily, or during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Billings, Mont.

Within a 5-mile radius of Logan Field Airport (latitude 45°48'25" N., longitude 108°31'55" W.); within 4 miles each side of the Billings ILS west localizer course extending from the 5-mile radius zone to 8 miles west of the OM; within 3.5 miles each side of the Billings VORTAC 267° radial extending from the 5-mile radius zone to 8 miles west of the VORTAC; within 2 miles each side of the Billings VORTAC 095° radial extending from the 5-mile radius zone to 12 miles east of the VORTAC; and within 2 miles each side of the Billings ILS east localizer course extending from the 5-mile radius zone to Lockwood NDB.

Biloxi, Miss.

Within a 5-mile radius of Keesler AFB (latitude 30°24'39"N., longitude 88°55'26"W.); within 1.5 miles each side of Keesler TACAN 041° and 203° radials, extending from the 5-mile radius zone to 7 miles northeast and southwest of the TACAN; excluding the portion west of long. 89°00'00" W.

This control zone is effective from 0600 to 2300 hours, local time, daily.

Binghamton, N.Y.

Within a 5-mile radius of the center of Broome County Airport, Binghamton, N.Y., 42°12'35" N., 75°58'46" W.; within 2 miles each side of the Binghamton VOR 066° radial extending from the 5-mile radius zone to the VOR and within 2 miles each side of the airport ILS localizer SE course extending from the 5-mile radius zone to 2 miles SE of the OM.

Birmingham, Ala.

Within a 5-mile radius of Birmingham Municipal Airport (latitude 33°33'50" N., longitude 86°45'30" W.); within 2 miles each side of Birmingham ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the OM; within 3 miles each side of the 056° and 236° bearings from Roebuck RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN.

Bismarck, N. Dak.

Within a 5½-mile radius of Bismarck Municipal Airport (latitude 46°46'40" N., longitude 100°45'05" W.); and within 2 miles each side of the Bismarck ILS localizer southeast course, extending from the 5½-mile radius zone to 1 mile northwest of the OM.

Bloomington, Ill.

Within a 5-mile radius of Bloomington Normal Airport (latitude 40°28'55" N., longitude 88°55'40" W.); and within 2½ miles each side of the Bloomington VOR 043°, 103°, and 319° radials, extending from the 5-mile radius zone to 6½ miles northeast, east and northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Bloomington, Ind.
Within a 5-mile radius of Monroe County Airport (latitude 38°08'35" N., longitude 86°37'00" W.); within 3 miles each side of the Bloomington VORTAC 181° radial, extending from the 5-mile radius zone to 10½ miles south of the VORTAC; within 3 miles each side of the Bloomington VORTAC 062° radial, extending from the 5-mile radius zone to 11 miles northeast of the VORTAC; within 3 miles each side of the Bloomington VORTAC 341° radial; extending from the 5-mile radius zone to 10½ miles north of the VORTAC; and within 3 miles each side of the Bloomington VORTAC 236° radial, extending from the 5-mile radius zone to 9½ miles southwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Bluefield, W. Va.
Within a 5.5-mile radius of the center, lat. 37°17'45" N., long. 81°12'29" W., of Mercer County Airport, Bluefield, W. Va.; within a 7.5-mile radius of the center of the airport, extending clockwise from a 079° bearing from the airport to a 125° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 170° bearing from the airport to a 239° bearing from the airport; within 3 miles each side of the Bluefield VORTAC 047° radial, extending from the 5.5-mile radius zone to 9.5 miles northeast of the VORTAC and within 4.5 miles each side of the Bluefield VORTAC 224° radial, extending from the 5.5-mile radius zone to 17 miles southwest of the VORTAC.

Blythe, Calif.
Within a 5-mile radius of Blythe Airport (Lat. 33°37'15" N, Long. 114°43'00" W).

Blytheville, Ark.
Within a 5-mile radius of Blytheville AFB (lat. 35°57'50"N., long. 89°56'40"W.), within 3 miles each side of the Gosnell VOR 357° radial (lat. 35°57'03"N., long. 89°56'28"W.), extending from the 5-mile radius zone to 8.5 miles north of the VOR, and within 1.5 miles each side of the Blytheville TACAN 183° radial (lat. 35°57'23"N., long. 89°56'26"W.), extending from the 5-mile radius zone to 5.5 miles south of the TACAN.

Bogue, N.C.
Within a 5-mile radius of MCALF Bogue Field, N.C., (latitude 34°41'25"N., longitude 77°01'46"W.). This control zone is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Boise, Idaho
Within a 5-mile radius of the Boise Air Terminal (latitude 43°33'55" N., longitude 116°13'30" W.); within 2 miles each side of the Boise VORTAC 304° radial, extending from the 5-mile radius zone to 12 miles northwest of the VORTAC; within 2 miles each side of the Boise VORTAC 319° radial extending from the 5-mile radius zone to 12 miles northwest of the VORTAC, within 5 miles each side of the Boise VORTAC 114° radial, extending from the 5-mile radius area to 12 miles southeast of the VORTAC; and within 2 miles west and 5 miles east of the Boise VORTAC 179° radial extending from the 5-mile radius area to 7 miles south of the VORTAC.

Boston, Mass.
Within an 8-mile radius of the Logan International Airport (latitude 42°21'55" N., longitude 71°00'05" W.).

Bowling Green, Ky.
Within a 5-mile radius of Bowling Green-Warren County Airport (lat. 36°57'47" N., long. 86°25'07" W.); within 4.5 miles each side of Bowling Green VORTAC 206° radial, extending from the 5-mile radius zone to 10 miles southwest of the VORTAC.

Bozeman, Mont.
Within a 7-mile radius of Gallatin Field (latitude 45°46'50" N., longitude 111°09'20" W.).

Bradford, Pa.
Within a 5-mile radius of the center 41°48'09" N., 78°38'27" W. of Bradford Regional Airport, Bradford, Pa.; within 3.5 miles each side of the Bradford, Pa., VORTAC 139° radial, extending from the VORTAC to 10 miles southeast of the VORTAC.

Brainerd, Minn.
Within a 5-mile radius of Brainerd-Crow Wing County Airport (lat. 46°23'52"N., long. 94°08'12"W.); within 2½ miles each side of the 040° bearing from the Brainerd-Crow Wing County Airport extending from the 5-mile radius zone to 7 miles northeast of the airport; within 1½ miles each side of the 120° bearing from the airport extending from the 5-mile radius zone to 6 miles southeast of the airport; within 2½ miles each side of the 198° bearing from the airport extending from the 5-mile radius zone to 6 miles south of the airport; within 2½ miles each side of the 247° bearing from the airport extending from the 5-mile radius zone to 7 miles southwest of the airport; and within 1½ miles each side of the 302° bearing from the airport extending from the 5-mile radius zone to 6½ miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. This effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Bremerton, Wash.
Within a 5-mile radius of Kitsap County Airport (latitude 47°29'35" N., longitude 122°45'35"W.), within 3 miles each side of the 209° bearing from the Kitsap RBN (latitude 47°29'48" N., longitude 122°45'36" W.) extending from the 5-mile radius to 8 miles SW of the RBN, and within 2 miles each side of the 028° bearing from the Kitsap RBN extending from the 5-mile radius zone to 7 miles northeast of the RBN. This control zone will be effective during the times established in advance by a Notice to Airmen and continuously published in the Airport/Facility Directory.

Bridgeport, Conn.
That airspace within a 5.5-mile radius of the center, latitude 41°09'48" N., longitude 73°07'34" W. of the Igor I. Sikorsky Memorial Airport, Bridgeport, Conn., extending clockwise from a 008° bearing to a 058° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 058° bearing to a 276° bearing from the airport; within a 5.5-mile radius of the airport extending clockwise from a 276° bearing to a 311° bearing from the airport and within a 6-mile radius of the center of the airport extending clockwise from a 311° bearing to a 008° bearing from the airport. This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Brookings, S. Dak.
That airspace within a 5-mile radius of Brookings, S. Dak., Municipal Airport (latitude 44°18'12" N., longitude 96°48'40" W.); within 2.5 miles each side of the Brookings VOR 316° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR and within 2.5 miles each side of the Brookings VOR 118° radial extending from the 5-mile radius zone to 8.5 miles southeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Broomfield, Colo.
That airspace within a 5-mile radius of Jeffco Airport (latitude 39°54'30" N., longitude 105°06'50" W.). This control zone shall be effective during the specific dates and/or times established in advance by a Notice to Airmen and continuously published in the Airport/Facility Directory.

Brownsville, Tex.
That airspace overlying the United States within a 5-mile radius of Brownsville International Airport (latitude 25°54'25" N., longitude 97°25'25" W.), within 2 miles each side of the Brownsville VORTAC 071° radial extending from the 5-mile radius zone to 8 miles east of the VORTAC, and within 2 miles each side of the Brownsville ILS localizer northwest course extending from the 5-mile radius zone to the OM.

Brunswick, Ga. (Malcolm-McKinnon Airport)
Within a 5-mile radius of Malcolm-McKinnon Airport (latitude 31°09'05" N., longitude 81°23'20" W.); within 1.5 miles each side of the Brunswick VOR 022° radial, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1.5-mile radius of Brunswick Municipal Airport (latitude 31°11'10" N., longitude 81°28'50" W.).

Brunswick, Maine
Within a 5-mile radius of NAS Brunswick (lat. 43°53'35"N., long. 69°56'20"W.) within 2 miles each side of the NAS Brunswick VORTAC 167° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC within 2 miles each side of the NAS Brunswick VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

Buffalo, N. Y.
Within a 5-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport, Buffalo, N. Y.; within 2 miles each side of the Greater Buffalo International Airport northeast localizer course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 5-mile radius zone to 6 miles east of the VORTAC excluding the portion within a 1-mile radius of Buffalo Airpark, 42°51'45" N., 78°43'00" W.

Burbank, Calif.
Within a 5-mile radius of Hollywood-Burbank Airport, Calif. (latitude 34°12'15" N., longitude 118°21'30" W.), excluding the portion west of a line from latitude 34°16'00" N., longitude 118°25'55" W., to latitude 34°09' 25" N., longitude 118°25'40" W., and the portion within a 1-mile radius of Whiteman Airpark, 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; and within 1.5 miles each side of the 036° bearing from the Burley Municipal Airport extending from the 5-mile radius zone to 8 miles northeast of the airport.

Burlington, Iowa
Within a 5-mile radius of Burlington Municipal Airport (latitude 40°46'55" N., longitude 91°07'40" W.); within 3 miles each side of the 293° radial of the Burlington VORTAC extending from the 5-mile radius zone to 2 miles northwest of the VORTAC.

Burlington, Vt.
Within a 7-mile radius of the center, (lat. 44°28'17"N., long. 73°09'13"W.), of Burlington International Airport, Burlington, Vt., within 2.5 miles each side of Runway 33, extending from the 7-mile radius zone to 8 miles southeast of the runway end; within 3 miles each side of the Burlington, Vt., VORTAC 201° radial, extending from the 7-mile radius zone to 8.5 miles southwest of the VORTAC.

Butte, Mont.
Within a 5-mile radius of the Bert Mooney-Silver Bow County Airport, Butte, Mont., (lat. 45°57'15"N., long. 112°29'50"W.) and within 2 miles each side of the Butte VORTAC 115° radial extending from the 5-mile radius zone to the VORTAC; within 3 miles each side of the Bert Mooney-Silver Bow County Airport Runway 15 localizer course extending from the 5-mile radius zone to a point 13 miles northwest of the airport.

AMENDMENTS 11/29/79 44 F. R. 57916 (Rewritten)

Caldwell, N. J.
Within a 5-mile radius of the center lat. 40°52'24"N., long. 74°17'00"W., of Essex County Airport; within 3 miles each side of a 276° bearing from a point lat. 40°52'48"N., long. 74°20'08"W., extending from the 5-mile radius zone to 8.5 miles west of said point; within 3 miles each side of a 237° bearing and a 057° bearing from the Paterson, N. J., RBN, extending from the 5-mile radius zone to 0.5 mile northeast of the RBN; within 3 miles each side of a 054° bearing from the Paterson, N. J., RBN, extending from the RBN to 8.5 miles northeast of the RBN; excluding the portion that coincides with the Morristown, N. J., control zone. This control zone is effective from 0800 to 2200 hours, local time, daily.

Calverton, N. Y.
Within a 5-mile radius of the center, lat. 40°54'55"N., long. 72°47'43"W., of Peconic River Plant (Grumann) Airport, Calverton, N. Y.; within 3 miles each side of the Calverton, N. Y., VORTAC 210° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VORTAC. This control zone is effective from 0800 to 1630 hours, local time, Monday through Friday.

AMENDMENTS 11/29/79 44 F. R. 50822 (Rewritten)

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 Airport/Facility Directory.

Camp Pendleton, Calif.
Within a 3-mile radius of Camp Pendleton, MCAF (lat. 33°18'04"N., long. 117°21'06"W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Camp Springs, Md.
Within a 5-mile radius of the center, 38°48'39" N., 76°52'02" W. of Andrews AFB, Camp Springs, Md.; within 2.5 miles each side of the Andrews VORTAC 360° radial, extending from the VORTAC to 7.5 miles north of the VORTAC; within 2.5 miles each side of the Andrews VORTAC 180° radial, extending from the VORTAC to 7 miles south of the VORTAC, excluding the portion within a 1-mile radius of the center 38°44'58" N., 76°55'58" W. of Hyde Field, Clinton, Md., excluding the west portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Washington, D. C., control zone.

Cape Girardeau, Mo.
Within a 5-mile radius of Cape Girardeau Municipal Airport (latitude 37°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.

Carbondale, Ill.
Within a 5-mile radius of the Southern Illinois Airport (latitude 37°46'45" N., longitude 89°15'00" W.). This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Carlsbad, N. Mex.
Within a 5-mile radius of Cavern City Air Terminal (lat. 32°20'14"N., long. 104°15'46"W.) and within 3.5 miles each side of the Carlsbad VOR 336° and 156° radials extending from the 5-mile-radius zone to 10 miles southeast of the VOR and 2.5 miles each side of the Carlsbad VOR 334° radial extending from the 5-mile-radius zone to 12.5 miles northwest of the VOR.

Casper, Wyo.
That airspace within 5 miles each side of the Casper VORTAC 216° radial extending from the VORTAC to 33 miles southwest of the VORTAC and within 3 miles each side of the ILS localizer west course, extending from 1 mile east to 10 miles west of the Johnson LOM.

Cedar City, Utah
Within a 5-mile radius of Cedar City Municipal Airport (latitude 37°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.

Chadron, Nebr.
Within a 5-mile radius of Chadron Municipal Airport (lat. 42°50'00" N., long. 103°05'50" W.); and within 2 miles each side of the 010° bearing from the Chadron Municipal Airport, extending from the 5-mile radius zone to 8 miles north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Chamblee, Ga.
Within a 5-mile radius of De Kalb-Peachtree Airport (latitude 33°52'30" N., longitude 84°18'10" W.); within 1.5 miles each side of Norcross VORTAC 242° radial, extending from the 5-mile radius zone to 1 mile southwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Champaign, Ill.
Within a 5-mile radius of the University of Illinois-Willard Airport (latitude 40°02'25" N., longitude 88°16'35" W.); within 2 miles each side of the Champaign VORTAC 123°, 237° and 328° radials, extending from the 5-mile radius zone to 12 miles southeast, southwest, and northwest of the VORTAC; and within 2 miles each side of the University of Illinois-Willard Airport ILS localizer southeast course, extending from the 5-mile radius zone to the OM.

Chandler, Ariz.
Within a 5-mile radius of Williams AFB (latitude 33°18'30" N., longitude 111°39'27" W.), within 3 miles each side of the Chandler VORTAC 130° radial, extending from the 5-mile radius zone to 9 miles SE of the VORTAC, within 2 miles each side of the Chandler VORTAC 319° radial, extending from the 5-mile radius zone to 9 miles NW of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Chantilly, Va.
Within a 5.5-mile radius of the center, 38°56'40" N., 77°27'24" W., of Dulles International Airport; within a 6-mile radius of the center of the airport extending clockwise from a 063° bearing to a 160° bearing from the airport; within 2.5 miles each side of the Dulles International Airport runway 1R ILS localizer course, extending from the 5.5-mile radius zone to 0.5 miles north of the OM; within 2 miles each side of the extended centerline of Dulles International Airport runway 30, extending from the west end of runway 30 to 5.5 miles west and within 3.5 miles each side of the Dulles International Airport runway 19R ILS localizer course, extending from the 5.5-mile radius zone to 10 miles north of the OM.

Chanute, Kans.
Within a 5-mile radius of Chanute Martin Johnson Airport (latitude 37°40'05" N., longitude 95°29'10" W.).

Charleston, S. C.
Within a 5-mile radius of Charleston AFB/Municipal Airport (lat. 32°53'55" N., long. 80°02'20" W.); within 3.5 miles each side of Charleston VORTAC 018° and 332° radials, extending from the 5-mile radius zone to 10 miles north and northwest of the VORTAC; within 2.5 miles each side of Charleston VORTAC 135° radial, extending from the 5-mile radius zone to 5.5 miles southeast of the VORTAC; within 3.5 miles each side of Charleston VORTAC 211° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC.

Charleston, W. Va.
Within a 5.5-mile radius of the center, 38°22'22" N., 81°35'35" W., of Kanawha Airport, Charleston, W. Va.; within a 6-mile radius of the center of the Kanawha Airport, extending clockwise from a 319° bearing to a 229° bearing from the airport; within 2 miles each side of the extended centerline of Runway 5, extending from the 5.5-mile radius to 6.5 miles northeast of the lift-off end of Runway 5; within 1.5 miles each side of the extended centerline of Runway 14, extending from the 5.5-mile radius to 6.5 miles southeast of the lift-off end of Runway 14; within 2 miles each side of the Charleston VORTAC 081° radial, extending from the 5.5-mile radius to 2 miles east of the VORTAC; within 2 miles each side of the extended centerline of Runway 23 extending from the 5.5-mile radius to 6.5 miles southwest of the lift-off end of Runway 23 and within 2 miles each side of the extended centerline of Runway 32, extending from the 5.5-mile radius to 6.5 miles northwest of the lift-off end of Runway 32.

Charlotte, N. C.
Within a 5-mile radius of Douglas Municipal Airport (latitude 35°12'53" N., longitude 80°56'18" W.); within 3 miles each side of Charlotte VORTAC 003° radial, extending from the 5-mile radius zone to 8.5 miles north of the VORTAC; within 2 miles each side of Charlotte VORTAC 058° radial, extending from the 5-mile radius zone to 6 miles northeast of the VORTAC; within 2 miles each side of Charlotte VORTAC 223° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the VORTAC; within 2 miles each side of Charlotte ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the OM.

Charlotte Amalie, St. Thomas, V. I. (Harry S. Truman Airport)
Within a 6-mile radius of Harry S. Truman Airport (lat. 18°20'26" N., long. 64°58'11" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Charlottesville, Va.
Within a 5-mile radius of the center, lat. 38°08'25" N., long. 78°27'09" W., of Charlottesville-Albemarle Airport, Charlottesville, Va., and within 2.5 miles each side of the Charlottesville-Albemarle Airport ILS localizer southwest course, extending from the 5-mile radius zone to 2.5 miles northeast of the Azalea Park RBN.

Chattanooga, Tenn.
Within a 5-mile radius of Lovell Field (latitude 35°02'05" N., longitude 85°12'10" W.); within 2 miles each side of Chattanooga ILS localizer north course, extending from the 5-mile radius zone to 2.5 miles southwest of Daisy RBN; within 1 mile each side of Chattanooga ILS localizer south course, extending from the 5-mile radius zone to 0.5 mile north of Chattanooga VORTAC 263° radial.

Cherry Point MCAS, N. C.
The airspace within a 5-mile radius of Cherry Point MCAS (latitude 34°54'30" N., longitude 76°53'00" W.); within 1.5 miles each side of the 316° bearing from Cherry Point RBN, extending from the 5-mile radius zone to 1.5 miles northwest of the RBN.

Chesterfield (Spirit of St. Louis), Mo.
Within a 5-mile radius of Spirit of St. Louis Airport (lat. 38°39'35"N., long. 90°38'45"W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Cheyenne, Wyo.
Within a 5-mile radius of Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.) and within 2 miles each side of the Cheyenne ILS localizer E course, extending from the 5-mile radius zone to the OM.

Chicago, Ill. (Midway Airport)
Within a 5-mile radius of Chicago Midway Airport (latitude 41°47'04" N., longitude 87°45'12" W.); and within 2 miles each side of the Chicago Midway ILS localizer SE course extending from the 5-mile radius zone to 8 miles SE of the Kedzie RBN; and within 2 miles each side of the Chicago Midway ILS localizer NW course extending from the 5-mile radius zone to the OM.

Chicago, Ill. (Meigs Airport)
Within a 3-mile radius of Meigs Airport (latitude 41°51'30" N., longitude 87°36'30" W.) from 0600 to 2400 hours, local time, daily.

Chicago, Ill. (O'Hare International Airport)
Within a 5-mile radius of O'Hare International Airport (latitude 41°58'57" N., longitude 87°54'25" W.); within 2 miles each side of the O'Hare International Airport runway 14R and 14L ILS localizer courses, extending from the 5-mile radius zone to 7 miles northwest of the airport; and within 2 miles each side of the O'Hare International Airport runway 32R and 32L ILS localizer courses, extending from the 5-mile radius zone to 7 miles southeast of the airport.

Chico, Calif.
Within a 5-mile radius of Chico Municipal Airport (lat. 39°47'45"N., long. 121°51'25"W.); within 3 miles each side of the Chico VOR 316° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR and within 2 miles each side of the Chico Municipal Airport Runway 13 localizer northwest course extending from the 5-mile radius zone to 6.5 miles northwest of the airport, excluding the portion within a 1-mile radius of Ranchaero Airport, Chico, Calif., (lat. 39°43'10"N., long. 121°52'10"W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Childress, Tex.
Within a 5-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.) and within 2 miles each side of the Childress VOR 182° radial, extending from the 5-mile radius zone to 8 miles S of the VOR.

China Lake, Calif.
Within a 5-mile radius of NAF China Lake (latitude 35°41'15" N., longitude 117°41'35" W.) and within 2 miles each side of the NAF China Lake TACAN 350° and 148° radials extending from the 5-mile radius zone to 8 miles N and SE of the TACAN.

Chincoteague, Va.
Within a 5-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.) and within 2 miles each side of the Snow Hill, Md., VOR 181° radial, extending from the 5-mile radius zone to 2.5 miles south of the VOR. This control zone is effective from 0730 to 1730 hours, local time, Monday through Friday, excluding Federal legal holidays.

Chino, Calif.
Within a 3-mile radius of Chino, Calif., Airport (lat. 33°58'30" N., long. 117°38'10" W.) and within 1.5 miles each side of the Ontario, Calif., VORTAC 303° radial, extending from the 3-mile radius area to 1 mile northwest of the VORTAC. This control zone shall be effective during the specific dates and times published in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Christiansted, St. Croix, V. I.
Within a 5-mile radius of Alexander Hamilton Airport (lat. 17°42'13" N., long. 64°47'54" W.); within 3 miles each side of St. Croix VOR 068° and 248° radials, extending from the 5-mile radius zone to 8.5 miles east of the VOR. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Cincinnati, Ohio
Within a 5-mile radius of Cincinnati Municipal-Lunken Field Airport (latitude 39°06'14" N., longitude 84°25'18" W.) within 2 miles each side of Runway 20L ILS localizer northeast course, extending from the 5-mile radius zone to 6.5 miles northeast of the airport; and within 1.5 miles each side of the 227° bearing from Lunken RBN, extending from the 5-mile radius zone to the RBN.

Clarksburg, W. Va.
Within a 5.5-mile radius of the center, lat. 39°17'44" N., long. 80°13'46" W, of Benedum Airport; within 3 miles each side of the Clarksburg VOR 219° radial, extending from the 5.5-mile radius zone to 8.5 miles southwest of the VOR; and within 2.5 miles each side of the Benedum Airport ILS localizer northeast course, extending from the 5.5-mile radius zone to 1 mile southwest of the OM. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be published continuously in the Airport/Facility Directory.

Clarksville, Tenn.
Within a 5-mile radius of Outlaw Field (lat. 36°37'15"N., long. 87°24'52"W.); within 3 miles each side of Clarksville VOR 171° radial, extending from the 5-mile radius zone to 8.5 miles south of the VOR; excluding that portion which coincides with the Hopkinsville, Ky., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Cleveland, Ohio (Burke-Lakefront Airport)
Within a 5-mile radius of the Burke-Lakefront Airport (latitude 41°31'02" N., longitude 81°41'04" W.); within 2 miles each side of the Burke-Lakefront ILS localizer northeast course, extending from the 5-mile radius zone to the OM, excluding the portion overlying the Cleveland, Ohio (Cleveland-Hopkins International Airport) control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Cleveland, Ohio (Cleveland-Hopkins International Airport)
Within a 5-mile radius of the Cleveland-Hopkins International Airport (latitude 41°24'37" N., longitude longitude 81°50'56" W.).

Cleveland, Ohio (Cuyahoga County Airport)
Within a 5-mile radius of the Cuyahoga County Airport (latitude 41°34'00" N., longitude 81°29'30" W.); within 2½ miles each side of the 050° bearing from the Cuyahoga County RBN extending from the 5-mile radius zone to 5 miles northeast of the RBN, excluding the portion within the Cleveland, Ohio (Burke-Lakefront Airport) control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Clinton, Iowa
That airspace extending upward from the surface within a 5-mile radius of the Clinton Airport (lat. 41° 49'55"N., long. 90°19'45"W.) and within 3 miles each side of Davenport VORTAC; 044° radial, extending from the 5-mile radius area to the VORTAC; and within 3 miles each side of the Clinton NDB 327° bearing from the airport, extending from the 5-mile radius area to 8½ miles northwest; and within 2½ miles each side of the 030° bearing from the Clinton Airport, extending from the 5-mile radius area to 6 miles northeast. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 2/22/79 43 F. R. 53418 (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 Airport/Facility Directory.

Clovis, N. Mex.
Within a 6-mile radius of Cannon AFB, N. Mex. (latitude 34°23'01" N., longitude 103°18'58" W.); within 2 miles each side of the Cannon AFB TACAN 040° radial extending from the 6-mile radius zone to 9.5 miles 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. This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Cocoa (Patrick AFB), Fla.
Within a 5-mile radius of Patrick AFB (lat. 28°14'21"N., long. 80°36'28"W.); excluding the portion south of a line connecting the 2 points of intersection within a 5-mile radius circle centered on Melbourne Regional Airport (lat. 28°06'06"N., long. 80°38'36"W.). This control zone is effective from 0700 to 2300 hours. local time. daily.

AMENDMENTS 12/28/78 43 F. R. 43293 (Rewritten)

Cody, Wyo.
Within a 5-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.), and within 1.5 miles each side of the Cody, Wyo., VOR 202° radial, extending from the 5-mile radius zone to the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Cold Bay, Alaska
Within a 5-mile radius of the Cold Bay Airport (lat. 55°12'06" N., long. 162°43'28" W.); within 3 miles each side of the 339° bearing from the Cold Bay LOM, extending from the 5-mile radius zone to 10.5 miles north of the LOM, and within 5 miles west and 2.5 miles east of the Cold Bay VORTAC 150° radial, extending from the 5-mile radius zone to 18 miles south of the VORTAC.

College Station, Tex.
Within a 5-mile radius of Easterwood Field, College Station, Tex. (latitude 30°35'00" N., longitude 96°22'00" W.), within 2 miles each side of the College Station VOR 287° radial extending from the 5-mile radius zone to 8 miles west of the VOR, within 2 miles each side of the College Station VOR 307° radial extending from the 5-mile radius zone to 9 miles northwest of the VOR, and within 2 miles each side of the College Station VOR 107° radial extending from the 5-mile radius zone to 10 miles east of the VOR.

Colorado Springs, Colo.
Within a 6-mile radius of City of Colorado Springs Municipal Airport, Colorado Springs, Colo., (latitude 38°48'35" N., longitude 104°42'
20" W.); within 2 miles each side of the Colorado Springs ILS localizer north course, extending from the 6-mile radius zone to 7 miles north of the localizer, within 2 miles each side of the Colorado Springs VORTAC 205° radial extending from the 6-mile radius zone to the VORTAC.

Colorado Springs, Colo.
Within a 3-mile radius of USAF Academy Airstrip (latitude 38°58'15" N., longitude 104°49'00" W.). This control zone is effective from sunrise to 30 minutes after sunset.
PENDING AMENDMENT
Colorado Springs, Colo.
Within a 6.5-mile radius of the City of Colorado Springs Municipal Airport (lat. 38°48'35"N., long. 104° 42'20"W.); within 2 miles each side of the Colorado Springs VORTAC 205° radial extending from the 6.5-mile radius to the VORTAC; within 1.5 miles each side of the Colorado Springs Runway 17 ILS localizer course extending from the 6.5-mile radius to 9 miles north of the airport.

AMENDMENTS 1/24/80 44 F. R. 68446 (Rewritten)

Columbia, Mo. (Regional Airport)
Within a 5-mile radius of Columbia Regional Airport (latitude 38°48'49" N., longitude 92°13'12" W.).

Columbia, S. C.
Within a 5-mile radius of Columbia Metropolitan Airport (lat. 33°56'25.9" N., long. 81°07'11.2" W.); within 2 miles each side of Columbia ILS localizer west course, extending from the 5-mile radius zone to 1.5 miles east of the LOM.

Columbus, Ga. (Columbus Metropolitan Airport)
Within a 5-mile radius of Columbus Metropolitan Airport (lat. 32°30'55"N., long. 84°56'25" W.); within 1.5 miles each side of Columbus ILS localizer northeast course, extending from the 5-mile radius zone to the intersection of the Columbus VOR 102° radial; within 1.5 miles each side of Columbus VOR 149° radial, extending from the 5-mile radius zone to 1 mile southeast of the VOR; within 2 miles each side of Runway 5 extended centerline, extending from the 5-mile radius zone to 6 miles southwest of the runway end; within 2 miles each side of Runway 12 extended centerline, extending from the 5-mile radius zone to 6 miles northwest of the runway end.

Columbus, Ga. (Lawson AAF)
Within a 5-mile radius of Lawson AAF (lat. 32°20'20" N., long. 84°59'35" W.); within 2 miles each side of the 213° bearing from Lawson RBN, extending from the 5-mile radius zone to 6.5 miles southwest of the RBN; within 2 miles each side of Lawson VOR 339° radial, extending from the 5-mile radius zone to 1 mile south of the Columbus LOM; excluding the portion within Columbus Metropolitan Airport control zone.

Columbus, Miss.
Within a 5-mile radius of Columbus AFB, Miss. (latitude 33°38'38" N., longitude 88°26'39" W.); within 1.5 miles each side of the ILS localizer northwest course, extending from the 5-mile radius zone to 5 miles northwest of the runway end; within 1.5 miles each side of the Caledonia TACAN 141° and 312° radials, extending from the 5-mile radius zone to 6.5 miles southeast and northwest of the TACAN.

Columbus, Nebr.
Within a five-mile radius of the Columbus Municipal Airport (lat. 41°26'49"N., long. 97°20'31"W.), and within 4.5 miles each side of the 323° bearing from the Columbus Airport extending from the five-mile radius zone to 11 miles northwest of the airport, and within three miles each side of the 157° radial of the Columbus VOR extending from the five-mile radius zone to 8.5 miles southeast of the VOR. This control zone shall be effective during the times established by a Notice to Airmen or as published in the Airport/Facility Directory.

Columbus, Ohio (Bolton Field)
Within a 3-mile radius of Bolton Field (latitude 39°54'07" N., longitude 83°08'12" W.) and 2 miles either side of the 213° bearing from the airport extending from the 3-mile radius to 4 miles southwest of the airport excluding a 1-mile radius of Columbus Southwest Airport (latitude 39°54'45" N., longitude 83°11'00" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will therefore be continuously published in the Airport/Facility Directory.

Columbus, Ohio (Lockbourne AFB)
Within a 5.5-mile radius of the center, lat. 39°49'00" N., long. 82°56'00" W. of Lockbourne AFB, Columbus, Ohio; within 1.5 miles each side of the Lockbourne TACAN 042° radial, extending from the 5.5-mile radius zone to 7 miles northeast of the TACAN; within 1.5 miles each side of the Lockbourne TACAN 229° radial, extending from the 5.5-mile radius zone to 6 miles southwest of the TACAN; within a 1.5-mile radius of center, lat. 39°53' 11" N., long. 82°57'53" W. of South Columbus Airport, Columbus, Ohio.

Columbus, Ohio (Ohio State University Airport)
Within a 5-mile radius of the Ohio State University Airport (latitude 40°04'40" N., longitude 83°04'30" W.); within 3 miles each side of the 273° and 090° bearings from the airport extending from the 5-mile radius zone to 8½ miles west and east of the airport, excluding that portion within the Columbus, Ohio (Port Columbus International Airport) control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Columbus, Ohio (Port Columbus International Airport)
Within a 6-mile radius of the center lat. 39°59'41" N., long. 82°53'08" W. of Port Columbus International Airport, Columbus, Ohio; within 2 miles each side of the 094° bearing from the Grandview LOM, extending from the 6-mile radius zone to 2 miles east of the Grandview LOM and within a 1-mile radius of the center, lat. 39° 55'00" N., long. 82°54'00" W. of Price Field, Columbus, Ohio, excluding the portion that coincides with the Columbus, Ohio (Lockbourne AFB), control zone.

Concord, Calif.
Within a 3-mile radius of Buchanan Field, Concord, Calif. (latitude 37°59'20" N., longitude 122°03'20" W.). within 2 miles each side of the Concord VOR 188° radial extending from the 3-mile radius zone to the VOR, effective from 0700 to 2300 hours, local time daily.

Concord, N. H.
Within a 5-mile radius of the center, 43°12'16"N., 71°30'07"W., of Concord Municipal Airport, Concord, N. H.; within 1.5 miles each side of the 337° bearing from the Epsom, N. H., NDB, 43°07'05"N., 71°27'13"W., extending from the 5-mile radius zone to the Epsom NDB; and within 2 miles each side of the Concord, N. H., VORTAC, 284° radial extending from the 5-mile radius zone to 3 miles northwest of the VORTAC.

Cordova, Alaska
Within a 5-mile radius of the Cordova (mile 13) airport, latitude 60°29'33" N., longitude 145°28'36" W.; within 2 miles each side of the 233° bearing from the Cordova (CDV) NDB extending from the 5-mile radius zone to the intersection of the 233° bearing from the Cordova (CDV) NDB and the Hinchinbrook, Alaska, RBN 106° bearing and within
2 miles each side of the Cordova localizer east course extending from the 5-mile radius zone to 10 miles east of the localizer.

Corpus Christi, Tex.
Within a 5-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within 2 miles each side of the Corpus Christi VORTAC 202° radial, extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the 5-mile radius zone to the OM.

Corpus Christi, Tex. (NALF Cabaniss Field)
Within a 5-mile radius of NALF Cabaniss Field (latitude 27°42'06" N., longitude 97°26'17" W.) excluding that airspace designated as the Corpus Christi (CRP) and Navy Corpus Christi (NGP) control zones. This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.
Effective hours, local time, will be: 0600-2200 Monday through Friday.

Corpus Christi NAS, Tex.
That airspace within a 5-mile radius of NAS Corpus Christi (lat. 27°41'30"N., long. 97°17'15"W.) including the following extensions based on the Navy Corpus VORTAC (lat. 27°41'09"N., long. 97°17'40"W.); 3 miles each side of the 331° radial, extending from the 5-mile radius zone to 7 miles northwest of the VORTAC; 1.5 miles each side of the 016° radial, extending from the 5-mile radius zone to 5.5 miles north of the VORTAC; 3 miles each side of the 118° radial, extending from the 5-mile radius zone to 7 miles southeast of the VORTAC; and 1.5 miles each side of the 160° radial, extending from the 5-mile radius zone to 6.5 miles south of the VORTAC.

Cortez, Colo.
Within a 5-mile radius of Cortez-Montezuma County Airport, Cortez, Colo., (latitude 37°18'15" N., longitude 108°37'35" W.) and within 3 miles each side of the Cortez VOR 210° and 004° radials, extending from the 5-mile radius zone to 8 miles north of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Cotulla, Tex.
That airspace within a 3-mile radius of Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99° 13'05" W.) and within 2 miles each side of the Cotulla VOR 266° radial extending from the 3-mile radius zone to 11 miles west of the VOR.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Covington, Ky.
Within a 5-mile radius of Greater Cincinnati Airport (lat. 39°02'56" N., long. 84°39'41" W.); within 1.5 miles each side of Runway 36 ILS localizer south course, extending from the 5-mile radius zone to the LOM.

Crescent City, Calif.
Within a 5-mile radius of Jack McNamara Field, Crescent City (lat. 41°46'50" N., long. 124°14'00" W.), within 3 miles each side of the Crescent City VORTAC 325° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC and within 1.5 miles each side of the Crescent City VORTAC 180° radial, extending from the 5-mile radius zone to 5.5 miles south of the VORTAC.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Crestview, Fla.
Within a 5-mile radius of Bob Sikes Airport (lat. 30°46'47" N., long. 86°31'21" W.); within 1.5 miles each side of Crestview VORTAC 109° radial, extending from the 5-mile radius zone to 0.5-mile east of the VORTAC.

Crossville, Tenn.
Within a 5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.) and within 2 miles each side of the Hinch Mountain VORTAC 334° radial extending from the 5-mile radius zone to 1.5 miles northwest of the VORTAC.

Crows Landing, Calif.
Within a 5-mile radius of NALF Crows Landing (latitude 37°24'35"N., longitude 121°06'40"W.) excluding the portion within a 1-mile radius of Patterson Field, Patterson, California (latitude 37°28'05"N., longitude 121°10'06"W.) This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously established as published in the Airport/Facility Directory.

Cut Bank, Mont.
Within a 5-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); within 3½ miles each side of the Cut Bank VORTAC 150° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC.

Dalhart, Tex.
That airspace within a 5-mile radius of Dalhart Municipal Airport latitude 36°01'10" N., longitude 102°33'10" W.).

Dallas, Tex. (Addison Airport)
That airspace within a 5-mile radius of Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.); and within 2 miles each side of the Addison VOR 334° radial, extending from the 5-mile radius zone to 6 miles NW of the VOR; excluding the portion S of a line from latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., to latitude 32°54'00" N., longitude 96°46'30" W.
This control zone is effective from 0600 to 2200 hours, local time, daily.

Dallas, Tex. (Love Field)
That airspace bounded by a line beginning at latitude 32°53'15" N., longitude 96°59'35" W.; thence northeast to latitude 32°56'30" N.; thence clockwise along the arc of a 5-mile radius circle centered at Addison Airport (latitude 32°58'05" N., longitude 96°50'05" W.) to latitude 32°59'30" N., longitude 96°55'30" W., through latitude 32°56'30" N., longitude 96°51'30" W., and continuing southeast along a line to latitude 32°54'00" N., longitude 96°46'30" W. until interception of the arc of a 5-mile radius circle centered at Addison Airport, southeast of Addison Airport; then clockwise along the arc of the 5-mile radius centered at Addison Airport to interception with and then clockwise along the arc of a 5-mile radius circle centered at Love Field (latitude 32°51'00" N., longitude 96°50'50" W.) to longitude 96°49'30" W., southeast of Love Field; thence south along longitude 96°49'30" W. to and counterclockwise along the arc of a 5-mile radius circle centered at Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.) until interception with and then northeast along a line drawn between latitude 32°39'35" N. longitude 96°54'15" W., and longitude 96°53'30" W. and the arc of a 5-mile radius circle centered at Love Field, southwest of Love Field; thence clockwise along the arc of a 5-mile radius circle centered at Love Field to latitude 32°49'40" N., west of Love Field, to point of beginning; within 2 miles each side of the Love Field runway 31L ILS localizer southeast course, extending from the Love Field 5-mile radius zone to the OM; and excluding that airspace within the Dallas-Fort Worth, Tex. (Regional Airport), control zone.

Dallas, Tex. (NAS Dallas)
Within a 6-mile radius of NAS Dallas (lat. 32°44'00" N., long. 96°58'05" W.); within a 5-mile radius of Redbird Airport (lat. 32°40'50" N., long. 96°52'00" W.); excluding the portion within the Dallas-Fort Worth, Tex. (Regional Airport), and Dallas, Tex. (Love Field), control zones; and excluding the portion east of a line from latitude 32°37'00" N., longitude 96°56'00" W., to latitude 32°39'35" N., longitude 96°54'15" W., to latitude 32°48'00" N., longitude 96°53'45" W.

Dallas, Tex. (Redbird Airport)
That airspace within a 5-mile radius of Redbird Airport (latitude 32°40'50" N., longitude 96°52'00" W.); and within 3.5 miles each side of the 165° bearing from the Redbird RBN extending from the 5-mile radius zone to 10 miles south of the RBN; excluding the portion west of a line from latitude 32°37'00" N., longitude 96° 56'00" W., to latitude 32°39'35" N., longitude 96°54'15" W., to latitude 32°48'00" N., longitude 96°53'49" W.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Dallas-Fort Worth, Tex., Regional Airport
Within a 5-mile radius of Dallas/Fort Worth Regional Airport (lat. 32°53'53" N., long. 97°02'24" W.); within 2.5 miles west and 3.5 miles east of the runway 17R/35L ILS localizer courses extending from the 5-mile radius zone to the OMs, and within 2.5 miles each side of the runway 31 ILS localizer course extending from the 5-mile radius zone to the OM.

Danbury, Conn.
Within a 5-mile radius of the center latitude 41°22'15" N., longitude 73°29'00" W., of the Danbury Airport, Danbury, Conn., and within 2 miles each side of the Carmel VORTAC 038° radial extending from the 5-mile radius area to the Carmel VORTAC.
Within 2.5 statute miles each side of a 262° magnetic bearing from a point 41°25'05"N., 73°18'45"W., extending from the 5 statute mile radius zone to 3 statute miles west of said point; within 2.5 statute miles each side of a 082° magnetic bearing from a point 41°19'22"N., 73°39'19"W., extending from the 5 statute mile radius zone to 3 statute miles east of said point.
This control zone is effective from 0700 to 2300 local time daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Danville, Ill.
That airspace within a 5-mile radius of Vermillion County Airport (lat. 40°11'54" N., long. 87°35'49" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Danville, Va.
Within a 5-mile radius of the center, lat. 36°34'30" N., long. 79°20'11" W., of Danville Municipal Airport, Danville, Va.; within 3 miles each side of the Danville, Va., VOR 044° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VOR; within 3 miles each side of the Danville, Va., VOR 208° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR; within 1.5 miles each side of a 017° bearing from a point 36°34'48" N., 79°20'08" W., extending from said point to 5 miles north. This control zone is effective from 0600 to 2200 hours, local time, daily.

Davenport, Iowa
Within a 5-mile radius of Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.); within 3 miles each side of the 224° bearing from the Cody RBN, extending from the 5-mile radius zone to 6½ miles southwest of the RBN; and within 2 miles each side of the Davenport VOR 220° radial, extending from the 5-mile radius zone to 1 mile southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Dayton, Ohio (James M. Cox-Dayton Municipal)
Within a 5-mile radius of the center, 39°53'57" N., 84°12'45" W. of James M. Cox-Dayton Municipal Airport, Dayton, Ohio, excluding that airspace within a 1-mile radius of the center, 39°54'52" N., 84°18'45" W. of Studebaker Farms Airport, Union, Ohio.

Dayton, Ohio (Wright-Patterson AFB)
Within a 5-mile radius of Wright-Patterson AFB (latitude 39°49'25" N., longitude 84°02'55" W.); within a 6-mile radius of the Springfield Municipal Airport (latitude 39°50'22" N., longitude 83°50'21" W.); within 3 miles each side of the 055° bearing from the airport extending from the 6-mile radius zone to 9 miles northeast and within 3 miles each side of the 243° bearing from the airport extending from the 6-mile radius zone to 8.5 miles southwest.

Daytona Beach, Fla.
Within a 5-mile radius of Daytona Beach Regional Airport (lat. 29°10'49" N., long. 81°03'23" W.); within a 5-mile radius of Municipal Airport, Ormond Beach, Fla. (lat. 29°18'00" N., long. 81°06'49" W.); within 5 miles each side Ormond Beach VORTAC 256° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC.

Deadhorse, Alaska
Within a 5-mile radius of the Deadhorse Airport (latitude 70°11'40" N., longitude 148°28'05" W.); within a 5-mile radius of the Prudhoe Bay Airport (latitude 70°15'05" N., longitude 148°20'13" W.); within 3.5 miles each side of the Deadhorse VOR 255° radial extending from the 5-mile radius zone to 9.5 miles W of the VOR; within 3.5 miles each side of the Deadhorse VOR 081° radial extending from the 5-mile radius zone to 8.5 miles E of the VOR; within 3 miles each side of the Prudhoe Bay NDB 075° bearing extending from the 5-mile radius zone to 8.5 miles E of the NDB; and within 3 miles each side of the Prudhoe Bay NDB 259° bearing extending from the 5-mile radius zone to 8.5 miles W of the NDB.

Decatur, Ill.
Within a 5-mile radius of Decatur Airport (latitude 39°50'05" N., longitude 88°51'50" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Del Rio, Tex.
Within a 5-mile radius of Laughlin AFB (latitude 29°21'35" N., longitude 100°46'35" W.) within 3 miles each side of the Laughlin VORTAC 305° radial extending from the 5-mile radius zone to 7 miles northwest of the VORTAC; within 3 miles each side of the Laughlin VORTAC 315° radial extending from the 5-mile radius zone to 14 miles northwest of the VORTAC; within 3 miles each side of the Laughlin VORTAC 148° radial extending from the 5-mile radius zone to 12 miles southeast of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Deming, N. Mex.
Within a 5-mile radius of Deming Municipal Airport (lat. 32°15'40" N., long. 107°43'10" W.).

Denver, Colo.
Within a 9-mile radius of Stapleton International Airport (latitude 39°46'30" N., longitude 104°52'40" W.), within a 9-mile radius of Buckley ANGB Airport (latitude 39°42'05" N., longitude 104°45'10" W.), and within 4 miles each side of the Buckley ANGB VOR 152° radial extending from the 9-mile radius zone to 14 miles southeast of the VOR, excluding the portion within a 1-mile radius of Skyline Airport (latitude 39°46'37" N., longitude 104°36'57" W.).

Des Moines, Iowa
Within a 5-mile radius of Des Moines Municipal Airport (latitude 41°32'10" N., longitude 93°39'27" W.); and within 1 mile each side of the Des Moines ILS localizer northwest course, extending from the 5-mile radius zone to 11½ miles northwest of the OM.

Detroit, Mich.
Within a 5-mile radius of the Detroit City Airport (latitude 42°24'35" N., longitude 83°00'35" W.), within 2 miles each side of the Detroit City Airport ILS localizer NW course extending from the 5-mile radius zone to 6 miles NW of the approach end of the Detroit City Airport Runway 15; and within 2 miles each side of the Windsor, Ontario, Canada VOR 320° radial extending from the 5-mile radius zone to the United States/Canadian border.

Detroit, Mich. (Metropolitan Wayne County Airport)
Within a 5-mile radius of Detroit Metropolitan Wayne County Airport (latitude 42°13'07" N., longitude 83°20'55" W.); within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS localizer northeast course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Detroit Metropolitan Wayne County Airport ILS east course, extending from the 5-mile radius zone to the OM, excluding the portion west of a line between the points of intersection of the 5-mile radius zone and the Detroit, Mich. (Willow Run) control zone.

Detroit, Mich. (Willow Run Airport)
Within a 5-mile radius of Willow Run Airport (latitude 42°14'05" N., longitude 83°31'45" W.), within 2 miles each side of the Willow Run VOR 237° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR, within 2 miles each side of the Willow Run Airport ILS localizer SW course, extending from the 5-mile radius zone to the OM, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Detroit, Mich. (Metropolitan Wayne County Airport) control zone.

Devils Lake, N. Dak.
Within a 5-mile radius of the Devils Lake Municipal Airport (latitude 48°06'55" N., longitude 98°54' 30" W.); within 3½ miles each side of the Devils Lake VORTAC 134° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; within 3½ miles each side of the Devils Lake VORTAC 324° radial extending from the 5-mile radius zone to 10 miles northwest of the VORTAC; and within 3 nautical miles each side of the 026° bearing from the Devils Lake Municipal Airport extending from the 5-mile radius zone to 7 miles northeast of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Dickinson, N. Dak.
Within a 5-mile radius of Dickinson Municipal Airport (latitude 46°47'51" N., longitude 102°47'49" W.) and within 3 miles each side of the Dickinson VORTAC 013° radial extending from the 5-mile radius area to 8 miles north of the VORTAC.

Dillingham, Alaska
Within a 5-mile radius of the Dillingham Airport (latitude 59°02'30" N., longitude 158°30'28" W.); within 2 miles each side of the Dillingham VORTAC 025° radial extending from the 5-mile radius zone to 13.5 miles northeast of the Dillingham VORTAC and within 2 miles each side of the Dillingham VORTAC 205° radial extending from the 5-mile radius zone to 9 miles southwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the U. S. Government Flight Information Publication, Supplement Alaska.

Dodge City, Kans.
Within a 5-mile radius of Dodge City Municipal Airport (latitude 37°45'42" N., longitude 99°57'51" W.).

Dothan, Ala.
Within a 5-mile radius of Dothan Airport (lat. 31°19'10"N., long. 85°27'30"W.); within 4.5 miles each side of Wiregrass VORTAC 157° radial, extending from the 5-mile radius zone to 10.5 miles SE of the VORTAC, within 3.5 miles each side of Wiregrass VORTAC 331° radial, extending from the 5-mile radius zone to 7.5 miles NW of the VORTAC.

Douglas, Ariz.
Within a 5-mile radius of Bisbee-Douglas International Airport (latitude 31°28'00" N., longitude 109°36' 10" W.) and within 2 miles each side of the Douglas VORTAC 333° radial, extending from the 5-mile radius zone to 11.5 miles northwest of the VORTAC.

Dover, Del.
Within a 5-mile radius of the center, lat. 39°07'30" N., long. 75°28'00" W. of Dover AFB, Dover, Del.; within 3 miles each side of the Dover TACAN 178° radial, extending from the 5-mile radius zone to 6.5 miles south of the TACAN; within 3 miles each side of the Dover TACAN 012° radial, extending from the 5-mile radius zone to 6.5 miles north of the TACAN; within 3 miles each side of the Dover TACAN 132° radial, extending from the 5-mile radius zone to 6.5 miles southeast of the TACAN.

Du Bois, Pa.
Within a 5-mile radius of the center, 41°10'42" N., 78°53'50" W., of Du Bois-Jefferson County Airport, Du Bois, Pa.; within 3 miles each side of the Du Bois-Jefferson County Airport ILS localizer northeast course, extending from the 5-mile radius zone to 8.5 miles northeast of the OM; and within 2.5 miles each side of the Clarion, Pa., VORTAC 086° radial, extending from the 5-mile radius zone to 23 miles east of the Clarion, Pa., VORTAC, and within 2.5 miles each side of a 242° bearing from a point 41°10'30"N., 78°54'30"W., extending from said point to 5.5 miles southwest of said point.

AMENDMENTS 12/28/78 43 F. R. 51006 (Changed)

Dubuque, Iowa
Within a 5-mile radius of Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'25" W.); within 3 miles each side of the Dubuque VORTAC 321° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC; and within 3 miles each side of the Dubuque VORTAC 126° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; within 3 miles each side of the Dubuque VORTAC 182° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Duluth, Minn.
Within a 6.5-mile radius of Duluth International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); and within 3 miles each side of the Duluth VORTAC 197° radial extending from the 6.5-mile radius zone to 11 miles south of the VORTAC.

Durango, Colo.
Within a 5-mile radius of La Plata Field (latitude 37°09'12" N., longitude 107°45'04" W.) and within 3 miles each side of the Durango VOR 224° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Dyersburg, Tenn.
Within a 5-mile radius of the Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 1.5 miles each side of the Dyersburg VORTAC 258° radial, extending from the 5-mile radius zone to the VORTAC, effective from 0600 to 2200 hours local time daily.

Eagle, Colo.
That airspace within a 3.5-mile radius of the Eagle County Airport (latitude 39°38'18" N., longitude 106° 54'51" W.) and within 3 miles north and 2.5 miles south of the 093° bearing from the Eagle, Colo., RBN (latitude 39°38'37" N., longitude 106°54'36" W.), extending from the 3.5-mile radius zone to 6 miles east of the RBN.

Eastover, S. C.
Within a 5-mile radius of McEntire ANGB (lat. 33°55'26" N., long. 80°48'14" W.); within 2 miles each side of McEntire ANG TACAN 138° radial, extending from the 5-mile radius zone to 7 miles southeast of the TACAN.

East St. Louis, Ill.
Within a 5-mile radius of the Bi State Parks Airport (latitude 38°34'30" N., longitude 90°10'00" W.) and within 3 miles each side of the 129° bearing from the airport extending from the 5-mile radius area to 8 miles southeast. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Eau Claire, Wis.
Within a 5-mile radius of Eau Claire Municipal Airport (latitude 44°51'50" N., longitude 91°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.

Edwards AFB, Calif.
Within an 8-mile radius of Edwards AFB (latitude 34°54'20"N., longitude 117°52'58"W.).

Eglin AFB, Fla.
Within a 5-mile radius of Eglin AFB (lat. 30°29'07" N., long. 86°31'35" W.); within 1 mile each side of the ILS localizer southeast course, extending from the 5-mile radius zone to 4.5 miles southeast of the runway end; within
a 3-mile radius of Destin-Fort Walton Beach Airport (lat. 30°23'57" N., long. 86°28'47" W.); within 2 miles each side of the extended centerline of runway 14/32, extending from the 3-mile radius zone to 4 miles southeast of the airport.

Eglin AF Aux No. 3 (Duke Field), Fla.
Within a 5-mile radius of Eglin AF Aux No. 3 (Duke Field); (latitude 30°39'01" N., longitude 86°31'25" W.). The portion within a 5-mile radius of Bob Sikes Airport (latitude 30°46'47" N., longitude 86°31'21" W.) is excluded. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Eglin AF Aux No. 9 (Hurlburt Field), Fla.
Within a 5-mile radius of Eglin AF Aux No. 9 (Hurlburt Field) (lat. 30°25'42" N., long. 86°41'05" W.); within 2 miles each side of the Eglin VOR 285° radial, extending from the 5-mile radius zone to 1 mile west of the VOR; excluding the portion within Eglin AFB control zone.

El Centro, Calif.
Within a 5-mile radius of NAF El Centro (latitude 32°49'20" N., longitude 115°40'15" W.); within a 5-mile radius of Imperial County Airport, El Centro, Calif. (latitude 32°50'10" N., longitude 115°34'30" W.); within 2 miles each side of the Imperial VORTAC 297° radial, extending from the NAF El Centro 5-mile radius zone to the VORTAC, and within 2 miles each side of the Imperial VORTAC 327° radial, extending from the Imperial County 5-mile radius zone to the VORTAC.

El Dorado, Ark.
That airspace within a 5-mile radius of Goodwin Airport, El Dorado, Ark. (latitude 33°13'05" N., longitude 92°48'45" W.).

Elizabeth City, N. C.
Within a 5-mile radius of CGAS Elizabeth City (latitude 36°15'35" N., longitude 76°10'20" W.); within 3 miles each side of Elizabeth City VOR 188° radial, extending from the 5-mile radius zone to 10 miles south of the VOR; within 2.5 miles each side of Elizabeth City VOR 357° radial, extending from the 5-mile radius zone to 8.5 miles north of the VOR. This control zone is effective from 0700 to 2200 hours, local time, daily.

Elkhart, Ind.
Within a 5-mile radius of the Elkhart Municipal Airport (latitude 41°43'11" N., longitude 85°59'41" W.), within 2 miles each side of the 264° bearing from the airport extending from the 5-mile radius zone to 8 miles west, excluding that airspace within a 1-mile radius of the Mishawaka Pilots Club Airport (latitude 41°39' 25" N., longitude 86°02'05" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Elkins, W. Va.
Within a 5-mile radius of the center, lat. 38°53'20" N., long. 79°51'24" W. of Elkins-Randolph County-Jennings Randolph Field,
Elkins, W. Va., and within 3 miles each side of the 011° bearing from the Randolph County RBN, extending from the 5-mile radius zone to 8.5 miles north of the RBN. This control zone is effective from sunrise to sunset, daily.

Elko, Nev.
Within a 5-mile radius of Elko Municipal Airport (Lat. 40°49'35" N, Long. 115°47'20" W).

Elmira, N.Y.
Within a 5-mile radius of the center of Chemung County Airport, Elmira, N.Y., 42°09'37" N., 76°53'35" W.; within 2 miles each side of the Elmira VOR 057° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the airport ILS localizer NE course extending from the 5-mile radius zone to 2 miles NE of the OM; within 2 miles each side of the centerline of Runway 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 Airport/Facility Directory.

El Paso, Tex.
That airspace bounded by a line beginning at latitude 31°45'45" N., longitude 106°27'43" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) to latitude 31°49'46" N., longitude 106°28'34" W.; thence clockwise along the arc of a 6-mile radius circle centered at latitude 31°50'55" N., longitude 106°22'45" W.; to latitude 31°55'12" N., longitude 106°26'00" W.; to latitude 31°56'20" N., longitude 106°26'00" W.; thence clockwise along the arc of a 7-mile radius circle centered at latitude 31°50'55" N., longitude 106°22'45" W.; to latitude 31°47'30" N., longitude 106°16'45" W.; thence clockwise along the arc of a 6-mile radius circle centered at the El Paso International Airport; to latitude 31°43'15" N., longitude 106°22'20" W.; thence via the United States/Mexican border to point of beginning.

El Toro, Calif.
Within a 5-mile radius of MCAS El Toro (latitude 33°40'34" N., longitude 117°43'50" W.); within 3.5 miles west and 3 miles east of the El Toro VOR 175° radial extending from the 5-mile radius zone to 12 miles south of the VOR, excluding the portions within the Santa Ana, Calif. (Orange County), and Santa Ana (MCAS), Calif., control zones.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Emporia, Kans.
Within a 5-mile radius of the Emporia, Kans., Municipal Airport (lat. 38°20'00"N., long. 96°11'15"W.) and 1.5 miles either side of the 010° bearing from the airport extending from the 5-mile radius to 6 miles north. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Enid, Okla. (Vance AFB)
That airspace within a 5-mile radius of Vance AFB (lat. 36°20'20"N., long. 97°55'00"W.) and within 3 miles west and 3 miles east of the Vance VORTAC (lat. 36°20'43"N., long. 97°55'04"W.) 178.5° radial extending from the 5-mile radius zone to the 7 DME fix; and within 4 miles west and 5 miles east of the Vance VORTAC 358.5° radial extending from the 5-mile radius zone to the 6 DME fix; and within a 5-mile radius of Enid Woodring Municipal Airport (lat. 36°22'46"N., long. 97°47'28"W.) and within 2 miles each side of the Woodring VOR (lat. 36°22'26"N., long. 97°47'17"W.) 354.5° radial, extending from the 5-mile radius zone to 8 miles north of the VOR; and within 2 miles east and 4 miles west of the Woodring VOR 184.5° radial, extending from the 5-mile zone to 8 miles south of the VOR; excluding that portion of airspace east of long. 97°51'00"W., when the Woodring Municipal Airport control zone is in effect. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Enid, Okla. (Woodring Municipal Airport)
That airspace within a 5-mile radius of Enid Woodring Municipal Airport (lat. 36°22'46"N., long. 97°47'28"W.) and within 2 miles each side of the Woodring VOR (lat. 36°22'26"N., long. 97°47'17"W.) 354.5° radial, extending from the 5-mile radius zone to 8 miles north of the VOR; and within 2 miles east and 4 miles west of the Woodring VOR 184.5° radial, extending from the 5-mile zone to 8 miles south of the VOR; excluding that portion of airspace west of long. 97°51'00"W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Ephrata, Wash.
Within a 5-mile radius of Ephrata Municipal Airport (latitude 47°18'27" N., longitude 119°30'38" W.) and within 3 miles each side of the Ephrata VORTAC 043° and 223° radials, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC. This control zone is effective during specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Erie, Pa.
Within a 5-mile radius of the center, lat. 42°04'53" N., long. 80°10'43" W. of Erie International Airport, Erie, Pa.; within a 6-mile radius area of the center of the airport, extending clockwise from a 060° bearing to a 235° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 090° bearing to a 175° bearing from the airport; within 3.5 miles each side of the Erie ILS localizer NE course extending from the 5-mile radius area to 8 miles NE of the OM.

Escanaba, Mich.
Within a 5-statute mile radius of Escanaba VORTAC (lat. 45°43'19"N., long. 87°05'31"W.); within 3 statute miles each side of the Escanaba VORTAC 007° and 101° radials, extending from the 5-mile radius zone to 8.5 statute miles north and east of the VORTAC; within 3 statute miles each side of the Escanaba VORTAC 266° radial extending from the 5-mile radius zone to 8 statute miles west of the VORTAC.

Eugene, Oreg.
Within a 5-mile radius of Mahlon-Sweet Field (latitude 44°07'25" N., longitude 123°13'05" W.), within 3 miles each side of the Eugene VORTAC 008° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC, and within 2.5 miles each side of the Eugene VORTAC 172° radial, extending from the 5-mile radius zone to 9 miles south of the VORTAC. This control zone is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Evansville, Ind.
Within a 5-mile radius of Dress Memorial Airport (latitude 38°02'15" N., longitude 87°32'00" W.); and within 2 miles each side of the Evansville ILS localizer northeast course, extending from the 5-mile radius zone to 1 mile southwest of the OM.

Everett, Wash.
Within a 5-mile radius of the Snohomish County Airport (Paine Field), Wash. (latitude 47°54'40" N., longitude 122°16'50" W.), and within 3 miles each side of the Paine VOR 356° radial, extending from the 5-mile radius zone to 8 miles north of the VOR. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fairbanks, Alaska (Eielson AFB)
Within a 5-mile radius of Eielson AFB (latitude 64°39'55" N., longitude 147°05'55" W.); within 2 miles each side of the Eielson localizer S course extending from the 5-mile radius zone to the Eielson outer marker; and within 2 miles SW and 3 miles NE of the Eielson TACAN 324° radial extending from the Eielson 5-mile radius zone to 6 miles NW of the TACAN.

Fairbanks, Alaska (Fairbanks International)
Within a 5-mile radius of Fairbanks International Airport (lat. 64°49'09"N., long. 147°51'14"W.); within 2 miles each side of the Fairbanks localizer NE course, extending from the Fairbanks 5-mile radius zone to the outer marker; within 2 miles each side of the Fairbanks localizer SW course, extending from the Fairbanks 5-mile radius zone to 5 miles SW of the localizer antenna (lat. 64°48'11"N., long. 147°53'01"W.).

AMENDMENTS 2/22/79 43 F. R. 60145 (Rewritten)

Fairbanks, Alaska (Fort Wainwright AAF)
Within a 5-mile radius of the Fort Wainwright AAF (lat. 64°50'13"N., long. 147°36'52"W.); and within 2 miles each side of the Chena, Alaska, RBN 089° bearing, extending from the Fort Wainwright 5-mile radius zone to 5 miles E of the RBN; excluding the portion within the Fairbanks, Alaska, (Fairbanks International) control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the U. S. Government Flight Information Publication, Supplement Alaska.

AMENDMENTS 2/22/79 43 F. R. 60145 (Added)

Fairfield, Calif.
Within a 5-mile radius of Travis AFB, Fairfield, Calif. (latitude 38°15'45" N., longitude 121°55'35" W.), and within 2 miles each side of the Travis VOR 229° radial, extending from the 5-mile radius zone NE to the VOR and 18 miles SW of the VOR.

Fairmont, Minn.
Within a 5-mile radius of Fairmont Municipal Airport (latitude 43°38'41" N., longitude 94°25'04" W.); within 2½ miles each side of the 132° bearing from the Fairmont Municipal Airport, extending from the 5-mile radius zone to 6½ miles southeast of the airport, and within 2½ miles each side of the 319° bearing from the Fairmont Municipal Airport, extending from the 5-mile radius zone to 6½ miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fallon, Nev.
Within a 5-mile radius of NAAS Fallon (latitude 39°25'10" N., longitude 118°42'00" W.); within 2 miles each side of the NAAS Fallon TACAN 139° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN, and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 5-mile radius zone to 5.5 miles NW of the TACAN.

Falmouth, Mass.
Within a 5-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within 2 miles each side of the extended centerline of Runway 5, extending from the 5-mile radius zone to 6 miles NE of the end of Runway 5; within 2 miles each side of the Otis TACAN 030° radial, extending from the 5-mile radius zone to 8 miles NE of the TACAN; within 2 miles each side of the extended centerline of Runway 14, extending from the 5-mile radius zone to 5 miles SE of the end of Runway 14; within 2 miles each side of the Otis TACAN 139° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN; within 2 miles each side of the extended centerline of Runway 23, extending from the 5-mile radius zone to 5 miles SW of the end of Runway 23; within 2 miles each side of the Otis TACAN 224° radial, extending from the 5-mile radius zone to 8 miles SW of the TACAN; within 2 miles each side of the extended centerline of Runway 32, extending from the 5-mile radius zone to 5 miles NW of the end of Runway 32; within 2 miles each side of the Otis TACAN 299° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Farewell, Alaska
Within a 5-mile radius of the Farewell Airport (latitude 62°30'30" N., longitude 153°52'30" W.); and within 3.5 miles each side of the 306° bearing from the Farewell RBN extending from the 5-mile radius zone to 8.5 miles northwest of the RBN. This control zone is effective from 0745 to 1545 local time daily, or during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication, Supplement Alaska.

Fargo, N. Dak.
Within a 7-mile radius of Hector Field (lat. 46°54'57" N., long. 96°48'53" W.); and within 2 miles each side of the Fargo VORTAC 009° radial, extending from the 7-mile radius zone to the VORTAC.

Farmingdale, N. Y.
Within a 5-mile radius of Republic Airport, Farmingdale, N. Y., (latitude 40°43'45" N., longitude 73°24'50" W.), extending clockwise from 065° bearing to the 270° bearing and within a 6-mile radius extending clockwise from the 270° to the 065° bearing from the airport. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

Farmington, N. Mex.
Within a 5-mile radius of Farmington Municipal Airport (lat. 36°44'28" N., long. 108°13'39" W.); and within 3 miles each side of the Farmington VORTAC 086° and 267° radials extending from the 5-mile radius zone to 8 miles east of the Farmington, N. Mex., VORTAC.

Fayetteville, Ark.
Within a 5.5-mile radius of Drake Field (latitude 36°00'13" N., longitude 94°10'12" W.), within 3 miles each side of the Drake VOR 325° radial extending from the 5.5-mile radius zone to 8 miles northwest of the VOR; and within 2 miles each side of the
Fayetteville ILS localizer north course 349° bearing extending from the 5.5-mile radius zone to 11.5 miles north of the localizer site (latitude 35°59'37.5" N., longitude 94°10'02" W.).

Fayetteville, N. C.
Within a 5-mile radius of Fayetteville Municipal Airport (Grannis Field) (lat. 34°59'22" N., long. 78°52'52" W.); within 3 miles each side of Fayetteville VOR 015°, 080° and 233° radials, extending from the 5-mile radius zone to 8.5 miles north, east, and southwest of the VOR; excluding the portion within Simmons AAF control zone.

Findlay, Ohio
Within a 5-mile radius of the Findlay Airport (latitude 41°00'40" N., longitude 83°40'30" W.) excluding that portion within a 1-mile radius of the Lutz Airport (latitude 40°57'42" N., longitude 83°35'43" W.) within 3 miles each side of the 179° bearing from the Findlay Airport extending from the 5-mile radius zone to 8.5 miles south of the airport; within 3 miles each side of the 063° bearing from the Findlay Airport extending from the 5-mile radius zone to 8.5 miles northeast of the airport; within a 5-mile radius of Bluffton Flying Service Airport (latitude 40°53'09" N., longitude 83°52'04" W.) and within 2 miles each side of the Findlay VORTAC 231° radial extending from the 5-mile radius zone to the Findlay, Ohio, Airport 5-mile radius zone.

Flagstaff, Ariz. (Pulliam Airport)
Within a 7-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.) and within 2 miles each side of the Flagstaff VOR 127° radial, extending from the 7-mile radius zone to 10 miles southeast of the VOR. This control zone is effective from 0430 to 2030 hours, local time daily, or during specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

AMENDMENTS 3/5/79 44 F. R. 12026 (Changed)

Flint, Mich.
Within a 5-mile radius of Flint, Mich., Bishop Airport (latitude 42°57'55" N., longitude 83°44'30" W.), and within 2 miles each side of the Flint VORTAC 052° 075°, 187°, 219°, 280° and 351° radials extending from the 5-mile radius zone to 8 miles NE, E, S, SW, W, and N of the VORTAC.

Florence, S. C.
Within a 5-mile radius of Florence City-County Airport (lat. 34°11'17" N., long. 79°43'28" W.); within 3.5 miles each side of Florence VORTAC 049° and 229° radials, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

Ft. Belvoir, Va.
Within a 5-mile radius of the center, 38°42'55" N., 77°10'55" W., of Davison AAF, Fort Belvoir, Va.; within 1-mile each side of the Davison AAF localizer southeast course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the extended centerline of Runway 32, extending from the northwest end of Runway 32 to 5 miles northwest, excluding the portion within P-73.

Fort Bragg, N. C.
Within a 5-mile radius of Pope AFB (lat. 35°10'15"N., long. 79°00'55"W.), excluding the portion southeast of a line extending from lat. 35°11'15"N., long. 78°56'05"W., to lat. 35°05'55"N., long. 79°00'50"W.

Fort Carson, Colo.
Within a 5-mile radius of Butts Army Airfield (latitude 38°40'46" N., longitude 104°45'41" W.), excluding the portion within the Colorado Springs, Colo., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Devens, Mass.
Within a 4-mile radius of the center of Devens AAF, Fort Devens, Mass., (lat. 42°34'15"N., long. 71°36'20"W.) excluding that portion within 1-mile radius of the center of Shirley Airport, Shirley, Mass., (lat. 42°31'30"N., long. 71°39'55"W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Dodge, Iowa
Within a 5-mile radius of Fort Dodge Municipal Airport (latitude 42°33'05" N., longitude 94°11'10" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Eustis, Va.
Within a 5-mile radius of the center, lat. 37°07'45" N., long. 76°36'45" W., of Felker AAF, Fort Eustis, Va., and within 3 miles each side of the 323° bearing from the Felker AAF RBN, extending from the 5-mile radius zone to 8.5 miles northwest of the RBN, excluding the portion that coincides with the Newport News, Va., control zone. This control zone is effective from 0600 to 2300 hours, local time, daily.

Fort Huachuca, Ariz.
Within a 5-mile radius of Libby AAF, Fort Huachuca, AZ. (latitude 31°35'00" N., longitude 110°20'30" W.), within 5 miles each side of the Libby AAF VOR 093° radial, extending from the VOR to 12 miles east of the VOR. This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Indiantown Gap, Pa.
Within a 5-mile radius of the center 40°26'00"N., 76°34'00"W., of Muir AAF, Fort Indiantown Gap, Pa., within a 7-mile radius of the center of the airport, extending clockwise from a 215° bearing to a 290° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 032° bearing to a 075° bearing from the airport; within 2.5 miles each side of the 097° bearing from the Bellgrove, Pa., RBN, extending from the RBN to 6 miles east of the RBN. This control zone is effective from 0800 to 1630 hours, local time, Sunday and Monday and from 0800 to 2300 hours, local time, Tuesday through Saturday, excluding Federal legal holidays, or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

AMENDMENTS 2/22/79 43 F. R. 58808 (Added)

Fort Knox, Ky.
Within a 5-mile radius of Godman AAF (lat. 37°54'27" N., long. 85°58'21" W.); within 3 miles each side of the 354° bearing from Fort Knox RBN, extending from the 5-mile radius zone to 8.5 miles north of the RBN; within 3 miles each side of Fort Knox VOR 001°, 172° and 324° radials, extending from the 5-mile radius zone to 8.5 miles north, south and northwest of the VOR.

Fort Lauderdale, Fla.
Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (lat. 26°04'26" N., long. 80°09'10" W.); within 3 miles each side of Fort Lauderdale VOR 084°, 276° and 306° radials, extending from the 5-mile radius zone to 8.5 miles east, west, and northwest of the VOR.

Fort Lauderdale, Fla. (Executive Airport)
Within a 5-mile radius of Fort Lauderdale Executive Airport (lat. 26°11'41" N., long. 80°10'15" W.); within 2 miles each side of the 084° bearing from Tropic RBN (lat. 26°11'08"N., long. 80°17'49"W.), extending from the 5-mile radius zone to 1.5 miles east of the RBN; excluding
the portion within Fort Lauderdale-Hollywood International Airport (lat. 26°04'26" N., long. 80°09'10" W.) control zone and
the portion northeast of a line 3 miles southwest of and parallel to Pompano Beach VOR 319° radial, and the portion east of Fort Lauderdale Executive Airport, north of a line 1 mile north of and parallel to the extended centerline of Runway 8/26.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Leonard Wood, Mo.
Within a 4-mile radius of Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.); within 3 miles each side of the Forney AAF VOR 323° radial extending from the 4-mile radius zone to 7½ miles northwest of the VOR; and within 3 miles each side of the 146° bearing from the Forney AAF RBN extending from the 4-mile radius zone to 7½ miles southeast of the Forney AAF RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Lewis, Wash.
Within a 5-mile radius of Gray AAF, Fort Lewis, Wash. (latitude 47°04'55" N., longitude 122°34'55" W.), excluding the portions within the Tacoma, Washington (McChord AFB) control zone and the portion east of a line 2 miles west of and parallel to the McChord AFB VOR 182° radial. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Meade, Md.
Within a 5-mile radius of the center 39°05'04"N., 76°45'37"W., of Tipton AAF, Fort Meade, Md., and within 3 miles each side of a line bearing 091° from the Fort Meade RBN (lat. 39°05'04" N., 76°45'37" W.) extending from the 5-mile radius zone to 8 miles east of the RBN excluding that airspace that coincides with the Baltimore, Md., control zone and a 1-mile radius centered on Beltsville, Md., (USDA), Airport (39°01'27"N., 76°49'21" W.). This control zone shall be in effect from 0700 to 2200 hours, local time Monday through Friday and 0800 to 1600 hours, local time Saturdays, Sundays, and Federal holidays.

Fort Myers, Fla.
Within a 5-mile radius of Page Field (lat. 26°35'09" N., long. 81°51'51" W.); within 3 miles each side of Fort Myers VORTAC 062°, 213°, and 318° radials, extending from the 5-mile radius zone to 8.5 miles northeast, southwest, and northwest of the VORTAC.

Fort Ord, Calif.
Within a 5-mile radius of the Fritzsche AAF (latitude 36°40'55" N., longitude 121°45'40" W.), excluding the portion SW of a chord drawn between the points of INT of 5-mile radius circles centered on the Monterey Peninsula Airport and Fritzsche AAF, and the portion E of a chord drawn between the points of INT of 5-mile radius circles centered on the Salinas Municipal Airport and Fritzsche AAF.
This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Polk, La.
That airspace within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 9 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius zone to 7 miles NW of the north fan marker. This control zone is effective during the dates and times established in advance by publication of Special Notices in the Airport/Facility Directory.

Fort Riley, Kans.
Within a 5-mile radius of Marshall AAF, Fort Riley, Kans. (lat. 39°03'15"N., long. 96°45'50"W.); within 2 miles each side of the Fort Riley VOR 042° radial extending from the 5-mile radius zone to the VOR; and within 2 miles each side of the 216° bearing from the Fort Riley RBN extending from the 5-mile radius zone to 8 miles SW of the RBN, excluding the portion within R-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. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fort Rucker, Ala.
Within a 5-mile radius of lat. 31°18'30"N., long. 85°42'20"W.; 3 miles each side of Cairns VOR 233° radial, extending from the 5-mile radius to 8.5 miles southwest of the VOR; within 2 miles each side of Cairns Army Air Field Runway 36 extended centerline, extending from the 5-mile radius to 5 miles south of the runway end.

AMENDMENTS 3/1/79 44 F. R. 11530 (Changed)

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 Smilth ILS localizer east course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Fort Smith ILS localizer west course extending from the 5-mile radius zone to the Peno Bottoms RBN (latitude 35°19'21" N., longitude 94°28'28" W.).

Fort Stewart, Ga.
Within a 5-mile radius of Lyle H. Wright AAF (lat. 31°53'20"N., long. 81°33'45"W.). This control zone is effective from 0700 to 2300 hours, local time, daily.

Fort Wayne, Ind.
Within a 5-mile radius of Baer Field (latitude 40°58'45" N., longitude 85°11'25" W.); within 3 miles each side of the Fort Wayne VORTAC 229° radial, extending from the 5-mile radius zone to 8½ miles southwest of the VORTAC; within 3 miles each side of the Fort Wayne VORTAC 320° radial, extending from the 5-mile radius zone to 8½ miles northwest of the VORTAC; within 3 miles each side of the Fort Wayne VORTAC 038° radial, extending from the 5-mile radius zone to 8½ miles northeast of the VORTAC; and within 3½ miles each side of the Fort Wayne VORTAC 265° radial, extending from the 5-mile radius zone to 10 miles west of the VORTAC.

Fort Worth, Tex. (Carswell AFB)
That airspace within a 5-mile radius of Carswell AFB (latitude 32°46'20" N., longitude 97°26'30" W.); within 2 miles each side of the Carswell AFB TACAN 358° radial extending from the TACAN to 14 miles north;
within 2 miles each side of the Carswell ILS localizer S course extending from the 5-mile radius zone to 9 miles south of the airport;
within 2 miles each side of the Carswell AFB TACAN 194° radial extending from the TACAN to 11.5 miles south;
excluding the portion east of longitude 97°24'00" W.

Fort Worth, Tex. (Meacham Field)
That airspace within a 5-mile radius of Meacham Field (latitude 32°49'00" N., longitude 97°21'35" W.); within a 5-mile radius of Carswell AFB (latitude 32°46'20" N., longitude 97°26'30" W.); and within 2 miles each side of the Meacham Field ILS localizer S course, extending from Meacham Field to 6 miles S; excluding the portion W of longitude 97°24'00" W.

Fort Yukon, Alaska
Within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'16" N., longitude 145°14'59" W.) and within 3 miles south and 4.5 miles north of the Fort Yukon 076° radial extending from the 5-mile radius zone to 10.5 miles east of the Fort Yukon VORTAC and within 3 miles each side of the Fort Yukon VORTAC 214° radial extending from the 5-mile radius zone to 8.5 miles southwest of the VORTAC. This control zone is effective from 0800 to 1700 hours local time daily or during the specific days and times established in advance by Notice to Airmen. The effective times will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Franklin, Pa.
Within a 5-mile radius of the center, lat. 41°22'45" N., long. 79°51'40" W. of Chess-Lamberton Airport, Franklin, Pa.; within 3 miles each side of the Franklin, Pa. VOR 360° and 180° radials extending from the 5-mile radius zone to 8.5 miles north of the VOR.

This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

Fresno, Calif. (Chandler Municipal Airport)
Within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Chandler RBN extending from the 5-mile radius zone to 8 miles SW of the RBN and within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius zone to 1.5 miles S of the VORTAC, excluding the portion within the Fresno (Fresno Air Terminal) control zone. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Fresno, Calif. (Fresno Air Terminal).
Within a 5-mile radius of Fresno Air Terminal (latitude 36° 46' 25" N., longitude 119° 42' 35" W.), within 2 miles each side of the Fresno VORTAC 143° radial, extending from the 5-mile radius zone to 15 miles SE of the VORTAC, and within 2 miles each side of the Fresno VORTAC 150° radial, extending from the 5-mile radius zone to the VORTAC.

Fullerton, Calif.
Within a 3-mile radius of Fullerton Municipal Airport (latitude 33°52'20"N., longitude 117°58'45"W.) and within 2.5 miles each side of the Fullerton Municipal Airport Runway 24 centerline extended, extending from the 3-mile radius zone to 5.5 miles east of Runway 24 threshold, excluding the portion within the Long Beach, California control zone. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Gage, Okla.
Within a 5-mile radius of the Gage Municipal Airport (latitude 36°17'45" N., longitude 99°46'30" W.), and within 2 miles each side of the Gage VORTAC 118° radial, extending from the 5-mile radius zone to the VORTAC.

Gainesville, Fla.
Within a 5-mile radius of Gainesville Regional Airport (lat. 29°41'22"N., long. 82°16'28"W.); within 1.5 miles each side of Gainesville VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC.

Galena, Alaska
Within a 5-mile radius of the Galena Airport (latitude 64°44'10" N., longitude 156°56'00" W.); within 2 miles each side of the Galena VORTAC 089° radial extending from the 5-mile radius zone to 8 miles E of the VORTAC; and within 2 miles each side of the Galena VORTAC 269° radial extending from the 5-mile radius zone to 14 miles W of the VORTAC.

Galesburg, Ill.
Within a 5-mile radius of 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 Airport/Facility Directory.

Gallup, N. Mex.
That airspace within a 5-mile radius of the Senator Clarke Field (latitude 35°30'35" N., longitude 108°47'00" W.), within 3.5 miles each side of the Gallup, N. Mex., VORTAC 242° and 062° radials extending from the 5-mile radius zone to a point 10.5 miles southwest of the VORTAC.

Galveston, Tex.
Within a 5-mile radius of Scholes Field, Galveston, Tex., (Lat. 29°15'55" N., long. 94°51'35" W.); and within 2 miles either side of the Scholes VORTAC 119° radial extending from the 5-mile radius zone to the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Garden City, Kans.
Within a 5-mile radius of the Garden City Municipal Airport (latitude 37°55'49" N., longitude 100°43'40" W.), and within 2 miles each side of the 144° bearing from the Holcomb RBN, extending from the 5-mile radius zone to 2 miles southeast of the RBN; and within 2½ miles each side of the 004° radial of the Garden City VORTAC extending from the 5-mile radius zone to 8 miles north of the VORTAC; and within 2½ miles each side of the 171° radial of the Garden City VORTAC extending from the 5-mile radius zone to 5 miles south of the VORTAC.

Gary, Ind.
Within a 5-mile radius of Gary Municipal Airport (latitude 41°36'54" N., longitude 87°24'37" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Gillette, Wyo.
Within a 5-mile radius of the Gillette-Campbell County Airport (lat. 44°20'52"N., long. 105°32'34"W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective time will thereafter be continuously published in the Airport/Facility Directory.
PENDING AMENDMENT
Gillette, Wyo.
Within a 5-mile radius of the Gillette-Campbell County Airport (lat. 44°20'52"N., long. 105°32'34"W.); and within 3.5 miles each side of the Gillette VOR 171° radial extending from the 5-mile radius to 14 miles south of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 67105 (Rewritten)

Glasgow, Mont.
Within a 5-mile radius of Glasgow International Airport (latitude 48°12'50" N., longitude 106°37'10" W.); within 2½ miles each side of the 342° bearing from Glasgow International Airport, extending from the 5-mile radius zone to 5½ miles north of the airport; within 2½ miles each side of the Glasgow VOR 327° radial, extending from the 5-mile radius zone to 5½ miles northwest of the VOR; and within 2½ miles each side of the Glasgow VOR 127° radial, extending from the 5-mile radius zone to 5½ miles southeast of the VOR.

Glens Falls, N. Y.
Within a 5-mile radius of the center, latitude 43°20'32" N., longitude 73°36'35" W., of Warren County Airport, Glens Falls, N. Y., extending clockwise from a 357° bearing to a 275° bearing from the airport; within an 11-mile radius of the center of the airport extending clockwise from a 275° bearing to a 307° bearing from the airport; within a 7.5-mile radius of the center of the airport extending clockwise from a 307° bearing to a 357° bearing from the airport; within 2 miles each side of the Glens Falls VORTAC 005° radial extending from the VORTAC to 5.5 miles north of the VORTAC; and within 4 miles each side of the Glens Falls VORTAC 172° radial extending from the VORTAC to 12.5 miles south of the VORTAC.

Glenview, Ill.
Within a 5-mile radius of NAS Glenview (latitude 42°05'30" N., longitude 87°49'20" W.); within 2 miles each side of the Northbrook, Ill., VOR 162° and 140° radials extending from the Chicago, Ill., (O'Hare International Airport),and the Glenview, Ill., 5-mile radius zones to 3½ miles south and 3½ miles southeast of the VOR; two miles north and four miles south of the Northbrook VOR 071° radial, extending from 1 mile east to 6 miles east of the VOR; within 2 miles each side of the Northbrook VOR 070° radial, extending from 6 to 11 miles east of the VOR; within 2 miles each side of the 062° bearing from the Haley AAF, Fort Sheridan, Ill., RBN, extending from the RBN to 7 miles northeast of the RBN; within 2 miles each side of the 002° bearing from NAS Glenview RBN, extending from the 5-mile radius zone to 12 miles north of the RBN; and within 2 miles each side of the NAS Glenview TACAN 005° radial, extending from the 5-mile radius zone to 8 miles north of the TACAN, excluding the area that overlies the Chicago, Ill. (O'Hare International Airport) control zone.

Goldsboro, N. C.
Within a 5-mile radius of Seymour Johnson AFB (latitude 35°20'20" N., longitude 77°57'50" W.); within 2 miles each side of Seymour Johnson TACAN 073° radial, extending from the 5-mile radius zone to 4.5 miles east of the TACAN; within 2 miles each side of Seymour Johnson TACAN 253° radial, extending from the 5-mile radius zone to 8.5 miles west of the TACAN.

Goodland, Kans.
Within a 5-mile radius of Renner Field-Goodland Municipal Airport (latitude 39°22'10" N., longitude 101° 41'55" W.).

Grand Canyon, Ariz. (Grand Canyon National Park Airport)
Within a 5-mile radius of Grand Canyon National Airport (lat. 35°57'16" N., long. 112°08'37" W.) and within 3 miles each side of the Grand Canyon VOR 211° radial, extending from the 5-mile radius zone to 6 miles southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Grand Forks, N. Dak. (Grand Forks Air Force Base)
Within a 5-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.), within 2 miles each side of the Red River VOR 360° radial extending from the 5-mile radius zone to 1 mile NE of the VOR, and within 2 miles each side of the Red River TACAN 004° radial, extending from the 5-mile radius zone to 7 miles N of the TACAN.

Grand Forks, N. Dak.(International Airport)
Within a 5-mile radius of Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.), within 2.5 miles each side of the Grand Forks VORTAC 012° radial, extending from the 5-mile radius zone to 6.5 miles north of the VORTAC and within 3 miles each side of the Grand Forks VORTAC 173° radial, extending from the 5-mile radius zone to 8 miles south of the VORTAC.

Grand Island, Nebr.
Within a 5-mile radius of Grand Island County Airport (latitude 40°58'03" N., longitude 98°18'30" W.); within 3 miles each side of the Grand Island VORTAC 303° radial, extending from the 5-mile radius zone to 8½ miles northwest of the VORTAC; and within 3 miles each side of the Grand Island VORTAC 360° radial, extending from the 5-mile radius zone to 8½ miles north of the VORTAC.

Grand Junction, Colo.
Within a 5-mile radius of Walker Field, Grand Junction, Colo. (lat. 39°07'05" N. Long. 108°31'10" W). and within 2 miles either side of the Grand Junction ILS localizer NW course extending from the 5-mile radius zone to 8 miles NW of the localizer.

Grand Rapids, Mich.
Within a 5-mile radius of Kent County Airport (latitude 42°52'50" N., longitude 85°31'25" W.).

Grandview, Mo.
Within a 5-mile radius of Richards-Gebaur AFB (latitude 38°50'50" N., longitude 94°33'20" W.); within 2½ miles each side of the Richards-Gebaur AFB ILS localizer south course, extending from the 5-mile radius zone to 1 mile south of the OM; and within 2½ miles each side of the Richards-Gebaur AFB TACAN 195° radial, extending from the 5-mile radius zone to 5½ miles south of the TACAN, excluding the area north of latitude 38°52' 30" N., and west of longitude 94°35'50" W. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Grant County, Wash.
Within a 5-mile radius of the Grant County Airport, Moses Lake, Washington (latitude 47°12'29" N., longitude 119°19'05" W.), within 2 miles each side of the Ephrata VORTAC 156° radial extending from the 5-mile radius to 3 miles southeast of the VORTAC, excluding the Ephrata, Washington, control zone, within 2 miles each side of the Grant County ILS localizer south course, extending from the 5-mile radius zone to the Pelican Radio Beacon, within 2.5 miles each side of the Moses Lake VOR 050° radial extending from the 5-mile radius zone to 15.5 miles northeast and within 4 miles each side of the Moses Lake VOR 063° radial extending from the 5-mile radius 14.8 miles northeast. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Great Falls, Mont. (International Airport)
Within a 5-mile radius of the Great Falls International Airport (latitude 47°29'00" N., longitude 111°22' 00" W.) within 3½ miles each side of the Great Falls VORTAC 225° radial, extending from the 5-mile radius zone to 10 miles southwest of the VORTAC; within 3½ miles each side of the Great Falls VORTAC 045° radial, extending from the 5-mile radius zone to 19 miles northeast of the VORTAC.

Great Falls, Mont. (Malmstrom Air Force Base)
Within a 5-mile radius of the Malmstrom AFB (latitude 47°30'05" N., longitude 111°11'20" W.); within 3½ miles each side of the Sand Coulee VOR 037° radial, extending from the 5-mile radius zone to 15½ miles northeast of the VOR; within 3½ miles each side of the Malmstrom AFB TACAN 227° radial, extending from the 5-mile radius zone to 7 miles southwest of the TACAN; excluding those portions within the Great Falls International Airport control zone.

Green Bay, Wis.
That airspace within a 5-mile radius of Austin-Straubel Airport, Green Bay, Wis., (latitude 44°29' 16" N., longitude 88°07'49" W.).

Greensboro, N. C.
Within a 5-mile radius of Greensboro/High Point/Winston-Salem Regional Airport (latitude 36°05'36" N, longitude 79°56'34" W.); within 2 miles each side of Greensboro VORTAC 035° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; within 2 miles each side of Greensboro ILS localizer northwest course, extending from the 5-mile radius zone to 1 mile southeast of the LOM.

Greenville, Miss.
Within a 5-mile radius of the Greenville International Airport (lat. 33°29'05"N., long. 90°59'06"W.); within 3 miles each side of the Greenville VOR 358° radial extending from the 5-mile radius zone to 8.5 miles N of the VOR, effective from 0600 to 2200 hours, local time, daily.

Greenville, S. C.
Within a 5-mile radius of Greenville Municipal Downtown Airport (lat. 34°50'54" N., long. 82°21'01" W.); excluding the portion within a 5-mile radius of Greenville-Spartanburg Airport (lat. 34°53'45"N., long. 82° 13'04"W.); effective from 0700 to 2300 hours local time daily.

Greenville, Tex.
Within a 5-mile radius of the Majors Field Airport (lat. 33°04'00"N., long. 96°03'45"W.). This control zone will be effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Greenwood, Miss.
Within a 5-mile radius of the Greenwood Leflore Airport (latitude 33°29'30" N., longitude 90°04'50" W.); within 2.5 miles each side of the Greenwood VORTAC 081° radial, extending from the 5-mile radius zone to 1.5 miles east of the VORTAC.

Greenwood Village, Colo.
That airspace within a 5-mile radius of the Arapahoe County Airport (lat. 39°34'28"N., long. 104°51'02"W.) and within 2.07 miles each side of the Arapahoe ILS localizer south course extending from the 5-mile radius zone to 6.5 miles south of the airport, excluding that airspace within the Denver, Colo., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Greer, S. C.
Within a 5-mile radius of Greenville-Spartanburg Airport (lat. 34°53'45"N., long. 82°13'04"W.).

Grissom AFB, Ind.
Within a 5-mile radius of Grissom AFB (lat. 40°38'55"N., long. 86°09'10"W.).

Groton, Conn.
Within a 4-mile radius of the center 41°19'50"N., 72°02'50"W., of Trumbull Airport, Groton, Conn., within 2 miles each side of the Trumbull VOR 047° radial extending from the 4-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the Trumbull VOR 190° radial extended from the 4-mile radius zone to 6.5 miles south of the VOR. Excluding that portion within a 1-mile radius of the center 41°15'15" N., 72° 02'00" W. of the Elizabeth New York Airport. This control zone is effective from 0600 to 2300 hours daily, local time, and during specific dates and times established in advance by a Notice to Airmen.

Guam Island (Andersen AFB)
Within a 5-mile radius of Andersen AFB (lat. 13°35'00"N., long. 144°55'00"W.); within 2 miles each side of the Andersen TACAN 066° radial, extending from the 5-mile radius zone to 9 miles NE of the TACAN, and within 2 miles NW and 4 miles SE of the Andersen VOR 064° radial, extending from the 5-mile radius zone to the Guam Island (NAS Agana) 5-mile radius zone.

Guam Island (NAS Agana)
Within a 5-mile radius of NAS Agana (latitude 13°29'00" N., longitude 144°47'00" E); within 4 miles each side of Agana VORTAC 244°R. (245° T.), extending from the 5-mile radius zone to 8 miles southwest of the VORTAC, and within 1 mile northwest and 2 miles southeast of the Guam RBN 026° bearing, extending from the 5-mile radius zone
to 2 miles northeast of the RBN.

Gulfport, Miss.
Within a 5-mile radius of Gulfport-Biloxi Regional Airport (lat. 30°24'28"N., long. 89°04'05"W.); within 3.5 miles each side of Gulfport VORTAC 050°, 129°, 213° and 319° radials, extending from the 5-mile radius zone to 9.5 miles northeast, southeast, southwest and northwest of the VORTAC; excluding that portion within the Biloxi, Miss., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Gulkana, Alaska
Within a 5-mile radius of the Gulkana Airport (latitude 62°09'19" N., longitude 145°27'08" W.); within 3.5 miles each side of the Gulkana VORTAC 346° radial extending from the 5-mile radius zone to 11.5 miles N of the VORTAC; and within 3 miles each side of the Gulkana VORTAC 181° radial extending from the 5-mile radius zone to 8.5 miles S of the VORTAC.

Hagerstown, Md.
Within a 5-mile radius of the center, 39°42'27" N., 77°43'50" W., of Hagerstown Regional Airport, Hagerstown, Md.; within 3 miles each side of the Hagerstown, Md., VOR 239° radial and 059° radial, extending from 8.5 miles southwest of the VOR to 2 miles northeast of the VOR; within 3 miles each side of the Hagerstown, Md., VOR 084° radial, extending from the 5-mile radius zone to the VOR; within 4.5 miles each side of the Hagerstown Regional Airport ILS Runway 27 localizer course, extending from the localizer to 13.5 miles east of the localizer. This control zone is effective from 0600 to 2230 hours, local time, daily.

Hampton Roads, Va.
Within a 5-mile radius of Langley AFB, Hampton Roads, Va., (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.

Harlingen, Tex.
Within a 5-mile radius of Harlingen Industrial Airport (latitude 26°13'37" N., longitude 97°39'12" W.); and within 2 miles each side of the Harlingen VOR 117° radial, extending from the 5-mile radius zone to 1 mile southeast of the VOR. This part-time control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory. Tentative dates and times will be: From 0600 to 2200 local time of a daily basis.

Harrisburg, Pa.
Within a 6.5-mile radius of the center, 40°12'59" N., 76°51'03" W., of Capital City Airport, Harrisburg, Pa.; within 2 miles each side of the extended centerline of Capital City Airport Runway 26, extending from the west end of Runway 26 to 6.5 miles west of the west end of Runway 26; within 2 miles each side of the Harrisburg, Pa., VORTAC 100° radial, extending from the 6.5-mile radius zone to 2.5 miles east of the VORTAC; excluding the portion that coincides with the Middletown, Pa., control zone east of the direct lines described as follows: a line bearing 028° from a point 40°12'23" N., 76°48"38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone and a line bearing 191° from a point 40°12'23" N., 76°48'38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone.

Harrison, Ark.
Within a 5-mile radius of Boone County Airport (latitude 36°15'55" N., longitude 93°09'14" W.), within a 7.5-mile radius of the airport extending from the Harrison VOR 165° radial clockwise to the 230° radial, and within 1.5 miles each side of the Harrison VOR 140° radial extending from the 5-mile radius zone to the VOR and within 3 miles each side of the ILS localizer south course extending from the 5-mile radius zone to 8.5 miles south of the LOM (lat. 36°11'28"N., long. 93°09'36"W.).

AMENDMENTS 2/22/79 44 F. R. 1085 (Changed)

Hartford, Conn.
Within a 5-mile radius of Hartford-Brainard Airport (lat. 41°44'10" N., long. 72°39'02" W.); within a 5-mile radius of Rentschler Field, East Hartford, Connecticut (lat. 41°45'10" N., long. 72°37'25" W.); within 3.5 miles each side of the Brainard (ADQ) NDB (lat. 41°42'51" N., long. 72°36'48" W.) 130° bearing from the NDB extending from the 5-mile radius zone to 7 miles southeast of the NDB; within 4.5 miles each side of the Hartford, Connecticut, VORTAC 327° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the Hartford VOR 334° radial extending from the 5-mile radius zone to the VOR; within 2 miles each side of the 182° bearing from the Brainard NDB extending from the 5-mile radius zone to 7 miles south of the NDB and within 2 miles each side of the Hartford VOR 327° radial extending from the 5-mile radius zone to the VOR.

Hastings, Nebr.
Within a 5-mile radius of Hastings, Nebr., Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 9.5 miles N of the airport, and within 2 miles each side of the 143° bearing from Hastings Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport. The control zone shall be effective during the time established by a Notice to Airmen and continuously published in the Airport/Facility Directory.

Havre, Mont.
Within a 5-mile radius of City-County Airport (latitude 48°32'45" N., longitude 109°45'40" W.); within 3 miles each side of the Havre VOR 080° radial, extending from the 5-mile radius zone to 7 miles east of the VOR; and within 3 miles each side of the Havre VOR 287° radial, extending from the 5-mile radius zone to 7 miles west of the VOR.
This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time thereafter will be continuously published in the Airport/Facility Directory.

Hayden, Colo.
Within a 5-mile radius of Yampa Valley Airport (latitude 40°28'53" N., longitude 107°13'08" W.), within 3.5 miles each side of the Hayden VOR 301° radial extending from the 5-mile radius zone to 11.5 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Hays, Kans.
Within a 5-mile radius of Hays Municipal Airport (latitude 38°50'45" N., longitude 99°16'30" W.); and within 2 miles each side of the Hays, Kans., VOR 162° radial, extending from the 5-mile radius zone to 8 miles south of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Hayward, Calif.
Within a 5-mile radius of Hayward Air Terminal (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Oakland, Calif., control zone. This control zone is effective from 0600 to 0000 hours, local time, daily.

Helena, Mont.
Within a 5-mile radius of the Helena County-City Airport (lat. 46°36'27"N., long. 111°58'45"W.), within 2½ miles each side of the Helena VORTAC 102° radial extending from the 5-mile radius zone to 4½ miles east of the VORTAC, and within 1 mile each side of the 282° bearing from the airport reference point, from the 5-mile radius zone 8 miles west of the VORTAC.

Hibbing, Minn.
That airspace within a 5-mile radius of Chisholm-Hibbing Airport (latitude 47°23'10" N., longitude 92°50' 15" W.); within 2 miles each side of the Hibbing VORTAC 313° radial extending from the 5-mile radius zone to 15 miles northwest of the VORTAC; within 1½ miles each side of the Hibbing VORTAC 313° radial extending from the 5-mile radius zone to the VORTAC.

Hickory, N. C.
Within a 5-mile radius of Hickory Municipal Airport (latitude 35°44'30"N., longitude 81°23'20"W.); within 1 mile each side of the ILS localizer northeast course, extending from the 5-mile radius zone to the outer marker.

Hillsboro, Oreg.
Within a 5-mile radius of Portland-Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'46" W.); within 2 miles each side of the Newburg VORTAC 007° radial, extending from the 5-mile radius area to 8 miles south of the airport; within 2 miles each side of the 039° bearing from the airport reference point, extending from the 5-mile radius area to 9.5 miles northeast of the airport; and within 3.5 miles each side of the 323° bearing from the airport reference point, extending from the 5-mile radius area to 16 miles northwest.

Hilo, Hawaii
Within a 5-mile radius of General Lyman Field, Hilo, Hawaii (lat. 19°43'15" N., long. 155°02'55" W.), and within 3.5 miles each side of the Hilo VORTAC 090° radial, extending from the 5-mile radius zone to 10 miles east of the VORTAC.

Hobart, Okla.
Within a 5-mile radius of the Hobart Municipal Airport (latitude 34° 59' 20" N., longitude 99° 02' 55" W.) and within 2 miles each side of the Hobart VOR 003° radial, extending from the 5-mile radius zone to the VOR.

Hobbs, N. Mex.
That airspace within a 5-mile radius of the Lea County Airport (latitude 32°41'19" N., longitude 103°13' 01" W.), and within 3.5 miles each side of the Hobbs VORTAC 222° radial, extending from the 5-mile radius zone to 10.5 miles SW of the VORTAC.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Hollywood, Fla.
Within a 3-mile radius of the North Perry Airport (latitude 26°00'06" N., longitude 80°14'24" W.); excluding the portion which coincides with the Fort Lauderdale and Miami, Fla., control zones. This control zone is effective during the specific dates and time established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Homer, Alaska
Within a 5-mile radius of the Homer Airport (latitude 59°38'43" N., longitude 151°28'31" W.); within 2 miles each side of the 266° bearing from the Kachemak NDB extending from the 5-mile radius zone to 4.5 miles W of the NDB; and within 1.5 miles each side of the Homer localizer SW course extending from the 5-mile radius zone to 11 miles SW of the localizer antenna site (latitude 59°39'08" N., longitude 151°27'22" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the U. S. Flight Information Publication Supplement Alaska.

Homestead, Fla.
Within a 5-mile radius of Homestead AFB (lat. 25°29'15" N., long. 80°23'00" W.); within 2 miles each side of the ILS localizer southwest course, extending from the 5-mile radius zone to 5 miles southwest of the runway end.

Honolulu, Hawaii
Within a 5-mile radius of Honolulu International Airport (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.

Honolulu, Hawaii (Wheeler AFB)
Within a 3-mile radius of Wheeler AFB (latitude 21°29'00" N., longitude 158°02'30" W.), excluding the portion within R-3109. This control zone is effective from 0600 to 2200 hours, local time, daily.

Hopkinsville, Ky.
Within a 5-mile radius of the Campbell AAF (lat. 36°40'23"N., long. 87°29'27"W.); within 1.5 miles each side of the 224° bearing from Campbell RBN, extending from the 5-mile radius zone to 0.5 mile southwest of the RBN; excluding that airspace 3 miles southeast of, and parallel to, Campbell AAF Runway 4/22 centerline and centerline extended; within a 3-mile radius of Sabre Army Heliport (lat. 36°34'14"N., long. 87°28'50"W.).

Hoquiam, Wash.
Within a 5-mile radius of Bowerman Field, Hoquiam, Wash. (lat. 46°58'15" N., long. 123°56'05" W.), within 1.5 miles each side of the Hoquiam VORTAC 081° radial, extending from the 5-mile radius zone to the VORTAC and within 4 miles each side of the 081° radial, extending from the 5-mile radius zone to 20 miles east of the VORTAC.

Hot Springs, Ark.
Within a 9-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.), and within 3 miles each side of the 248° bearing from the Hot Springs RBN extending from the 9-mile radius zone to 8.5 miles west of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Hot Springs, Va.
Within a 6-mile radius of the center, lat. 37°57'04" N., long. 79°50'02" W. of Ingalls Field, Hot Springs, Va. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective times will thereafter be published in the Airport/Facility Directory.

Houghton, Mich.
Within a 6-mile radius of Houghton County Memorial Airport (latitude 47°10'06" N., longitude 88°29'20" W.); within 3 miles each side of the 020° bearing from the Calumet RBN, extending from the 6-mile-radius zone to 6½ miles north of the RBN.

Houlton, Maine
Within a 4-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine, and within 2 miles each side of the Houlton VOR 016° radial extending from the 4-mile radius zone to 2 miles north of the VOR, excluding the airspace within Canada.

Houston, Tex. (David Wayne Hooks Memorial Airport)
Within a 5-mile radius of the David Wayne Hooks Memorial Airport (lat. 30°04'00"N., long. 95°33'00"W.). The control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 10/4/79 44 F. R. 46785 (Added)

Houston, Tex. (Ellington AFB)
Within a 5-mile radius of Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.), within a 3-mile radius of Clear Lake City Stolport (latitude 29°33'27" N., longitude 95°08'21" W.), within 2 miles each side of the Ellington VOR 209° radial extending from the 5-mile radius zone to 7 miles southwest of the VOR, within 2 miles each side of the Ellington TACAN 213° radial extending from the 5-mile radius zone to 7 miles southwest of the TACAN, within 2 miles each side of the Hobby VORTAC 142° radial extending from the William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.) 5-mile radius zone to 11.5 miles southeast of the VORTAC, and within 2 miles each side of the Hobby VORTAC 126° radial extending from the William P. Hobby Airport 5-mile radius zone to 13.5 miles southeast of the VORTAC, excluding the portions within the Houston, Tex. (William P. Hobby), control zone.

Houston, Tex. (Intercontinental Airport)
That airspace within a 5-mile radius of Houston Intercontinental Airport (latitude 29°58'51" N., longitude 95°20'30" W.), within 2 miles each side of the Humble VORTAC 337° radial extending from the 5-mile radius zone to 8 miles N of the VORTAC, within 2 miles each side of the Houston Intercontinental ILS localizer W course extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Houston Intercontinental ILS localizer E course extending from the 5-mile radius zone to 7.5 miles E of the airport.

Houston, Tex. (William P. Hobby)
That airspace within a 5-mile radius of William P. Hobby Airport (latitude 29°38'40" N., longitude 95°16'30" W.); within 2 miles each side of the the Houston William P. Hobby ILS localizer SW course extending from the 5-mile radius zone to the OM, within 2 miles each side of the Houston William P. Hobby ILS localizer NE course extending from the 5-mile radius zone to the Pasadena RBN, within 2 miles each side of the Hobby VORTAC 306° radial extending from the 5-mile radius zone to 6 miles NW of the VORTAC, within 2 miles each side of the Hobby VORTAC 025° radial extending from the 5-mile radius zone to 6 miles NE of the VORTAC, within 2 miles each side of the Hobby VORTAC 239° radial extending from the 5-mile radius zone to 6 miles SW of the VORTAC, within 2 miles each side of the Hobby VORTAC 142° radial extending from the 5-mile radius zone to 11.5 miles SE of the VORTAC, and within 2 miles each side of a 223° bearing from the Hobby DF station (latitude 29°38'48" N., longitude 95°16'42" W.) extending from the 5-mile radius zone to 8 miles SW of the DF station, excluding the portion E of a line from the intersecting point of 5-mile radius circles centered on William P. Hobby Airport and Ellington AFB (latitude 29°36'25" N., longitude 95°09'20" W.) NE of William P. Hobby Airport, through the intersecting point of such 5-mile radius circles SE of William P. Hobby Airport, to latitude 29°32'00" N., longitude 95°15'00" W.

Huntington, W. Va.
Within a 6-mile radius of the center, latitude 38°22'00" N., longitude 82°33'20" W. of Tri-State Airport (Walker-Long Field), Huntington, West Virginia, and within 3.5 miles each side of the Tri-State Airport (Walker-Long Field) ILS localizer east course, extending from the 6-mile radius zone to 4.5 miles east of the Shoals, West Virginia, FM.

Huntsville, Ala.
Within a 5-mile radius of Huntsville-Madison County Jetport-Carl T. Jones (latitude 34°38'19" N., longitude 86°46'25" W.); within 2 miles each side of the Huntsville ILS localizer north course, extending from the 5-mile radius zone to 2.5 miles south of Capshaw RBN; within a 5-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 2 miles each side of the 352° bearing from Whitesburg RBN extending from the 5-mile radius zone to the RBN; within 2 miles each side of the 356° bearing from Redstone RBN, extending from the 5-mile radius zone to 2 miles north of the RBN; within 2.5 miles each side of Runway 35 extended centerline, extending from the threshold to 5.5 miles south; within 2.5 miles each side of Runway 17 extended centerline, extending from the threshold to 6 miles north.

Huron, S. Dak.
Within a 5-mile radius of Huron Regional Airport (latitude 44°23'05" N., longitude 98°13'35" W.); and within 1½ miles each side of the Huron VOR 134° radial, extending from the 5-mile radius zone to the VOR.

Hutchinson, Kans.
Within a 5-mile radius of Hutchinson Municipal Airport (latitude 38°06'56" N., longitude 97°51'37" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Hyannis, Mass.
Within a 5-mile radius of the center, 41°40'10" N., 70°16'45" W., of Barnstable Municipal Airport, Hyannis, Mass., and within 2 miles each side of the Hyannis VORTAC 227° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC. This control zone is effective from 0600 to 2300 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Idaho Falls, Idaho
Within a 5-mile radius of Fanning Field, Idaho Falls, Idaho (latitude 43°31'05" N., longitude 112°04'05" W.); within a 1-mile radius of Rigby, Idaho, Airport (latitude 43°38'45" N., longitude 111°55'45" W.); within 3.5 miles each side of the Idaho Falls VOR 223° radial extending from the 5-mile radius zone to 10.5 miles southwest of the VOR; within 4 miles each side of the Idaho Falls VOR 030° radial, extending from the 5-mile radius zone to 11 miles northeast of the VOR.

Iliamna, Alaska
Within a 5-mile radius of the Iliamna Airport (lat. 59°45'12"N., long. 154°54'54"W.); and within 2.5 miles each side of the 189° bearing from the Iliamna NDB, extending from the 5-mile radius zone to 9.5 miles south of the NDB. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the U. S. Government Flight Information Publication, Supplement Alaska.

Imperial Beach, Calif.
Within a 3-mile radius of NAS Imperial Beach (latitude 32°34'00" N., longitude 117°06'50" W.); that airspace W of NAS Imperial Beach within the arc of a 6-mile radius circle centered in the Imperial Beach TACAN, extending counterclockwise from a line 2 miles north of and parallel to the Imperial Beach TACAN 288° radial to the United States/Mexican Flight Information Region Boundary, excluding the portion under the jurisdiction of Mexico; and that airspace east of a NAS Imperial Beach within the arc of a 6-mile radius circle centered on the Imperial Beach TACAN, extending clockwise from a line 2 miles north of and parallel to the Imperial Beach TACAN 065° radial to the United States/Mexican Border, excluding the portion east of longitude 117°01'00" W., when the San Diego, Calif. (Brown Field) control zone is effective.

Indianapolis, Ind.
Within a 5-mile radius of Indianapolis Municipal (Weir-Cook) Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within 2 miles each side of the Indianapolis runway 4L ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the OM; within 2 miles each side of the Indianapolis runway 31L ILS localizer southeast course, extending from the 5-mile radius zone to 1 mile northwest of the OM; and within 2½ miles each side of the Indianapolis runway 22R ILS localizer northeast course, extending from the 5-mile radius zone to 14½ miles northeast of the OM.

International Falls, Minn.
Within a 5-mile radius of International Falls Airport (latitude 48°33'55" N., longitude 93°24'05" W.); within 2½ miles each side of the International Falls VOR 129° radial extending from the 5-mile radius zone to 7 miles southeast of the VOR; and within 2½ miles each side of the International Falls VOR 320° radial, extending from the 5-mile radius zone to 7 miles northwest of the VOR, excluding the portion outside the United States.

Iron Mountain, Mich.
Within a 7-mile radius of Ford Airport (latitude 45°48'57" N., longitude 88°06'56" W.); within 3 miles each side of the Iron Mountain VORTAC 192° radial, extending from the 7-mile radius zone to 8 miles south of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Ironwood, Mich.
Within a 6½-mile radius of Gogebic County Airport (latitude 46°31'32" N., longitude 90°07'54" W.); within 3 miles each side of the Ironwood VORTAC 258° radial, extending from the 6½-mile radius zone to 8 miles west of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Islip, N. Y.
Within a 5-mile radius of the center, 40°47'50"N., 73°06'01"W., of Long Island MacArthur Airport, Islip, N. Y.; within a 6-mile radius of the center of the airport extending clockwise from a 260° to 076° bearing from the airport.

Ithaca, N. Y.
Within a 5-mile radius of the center, 42°29'29" N., 76°27'30" W., of Tompkins County Airport, Ithaca, N. Y., extending clockwise from a 196° bearing to a 329° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 329° bearing to a 081° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 081° bearing to a 137° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 137° bearing to a 170° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 170° bearing to a 196° bearing from the airport; within 3 miles each side of the Ithaca, N. Y., VORTAC 305° radial, extending from the VORTAC to 8.5 miles northwest of the VORTAC. This control zone is effective during specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be published continuously in the Airport/Facility Directory.

Jackson, Mich.
Within a 5-mile radius of Reynolds Airport, Jackson, Mich. (latitude 42°15'30" N., longitude 84°27'40" W.), within 2 miles each side of the Jackson VOR 044° radial, extending from the 5-mile radius zone to 8 miles northeast of the VOR, within 2 miles each side of the Jackson VOR 238° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR, within 2 miles each side of the Jackson VOR 306° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2 miles each side of the Jackson VOR 141° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR.

Jackson, Miss.
Within a 5-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within 2.5 miles each side of Jackson VORTAC 157° and 160° radials, extending from the 5-mile radius zone to 20 miles SE and S of the VORTAC; within a 5-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within 3 miles each side of the 008° bearing from Hawkins RBN, extending from the 5-mile radius zone to 8.5 miles N of the RBN; within 1.5 miles each side of the Jackson VORTAC 195° radial, extending from the 5-mile radius zone to 0.5 mile S of the VORTAC; within a 5-mile radius of Bruce Campbell Field (latitude 32°26'15" N., longitude 90°06'05" W.).

Jackson, Tenn.
Within a 5-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.); within 2.5 miles each side of the McKellar VOR 206° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the VOR.

Jacksonville, Fla. (Craig Municipal Airport)
Within a 5-mile radius of Craig Municipal Airport (lat. 30°20'15" N., long. 81°31'00" W.); excluding the portion northeast of a line connecting the two points of intersection with a 5-mile radius circle centered on NS Mayport (lat. 30°23'25" N., long. 81°25'15" W.) control zone.

Jacksonville, Fla. (International Airport)
Within a 5-mile radius of Jacksonville International Airport (lat. 30°29'26" N., long. 81°41'19" W.); within 2 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 1.5 miles east of the LOM.

Jacksonville, Fla. (NAS Jacksonville)
Within a 5-mile radius of NAS Jacksonville (lat. 30°14'00" N., long. 81°40'30" W.); within 3 miles each side of Navy Cecil VOR 084° radial, extending from the 5-mile radius zone to the NAS Cecil Field (lat. 30°13'00" N., long. 81°52'45" W.) control zone.

Jacksonville, Fla. (NAS Cecil Field)
Within a 5-mile radius of NAS Cecil Field (lat. 30°13'00" N., long. 81°52'45" W.); within 3.5 miles each side of Navy Cecil VOR 285° radial and the 285° bearing from Navy Cecil RBN, extending from the 5-mile radius zone to 11.5 miles west of the VOR and RBN; within 2 miles each side of Navy Cecil TACAN 184° radial, extending from the 5-mile radius zone to 14 miles south of the TACAN; within 1.5 miles each side of Navy Cecil TACAN 355° radial, extending from the 5-mile radius zone to 5.5 miles north of the TACAN.

Jacksonville, N. C.
Within a 5-mile radius of New River MCAS (latitude 34°42'25"N., longitude 77°26'35"W.); within 3 miles each side of the 226° bearing from New River RBN, extending from the RBN to 8.5 miles southwest of the RBN; within 2 miles each side of New River TACAN 236° radial, extending from the 5-mile radius zone to 9.5 miles southwest of the TACAN. This control zone is effective from 0700 hours, local time, to sunset, Monday through Friday; 0700 to 1200 hours, local time, Saturday; 1600 to 2000 hours, local time, Sunday, and closed on holidays.

Jacksonville, N.C. (Albert J. Ellis Airport)
Within a 5-mile radius of Albert J. Ellis Airport (Lat. 34°49'49"N., Long. 77°36'42"W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Jamestown, N. Y.
Within a 5-mile radius of the center, 42°09'07" N., 79°15'26" W., of Chautauqua County Airport, Jamestown, N. Y.; within 2 miles each side of the Jamestown, N. Y., VOR 071° and 251° radials extending from the 5-mile radius zone to the VOR and within 2 miles each side of a 053° bearing from the Jamestown, N. Y., RBN (42°11'02" N., 79°11'15" W.) extending from the 5-mile radius zone to 7 miles northeast of the RBN. This control zone is effective during specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be published continuously in the Airport/Facility Directory.

Jamestown, N. Dak.
Within a 5-mile radius of Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); within 3 miles each side of the Jamestown VORTAC 140° radial, extending from the 5-mile radius zone to 7.5 miles southeast of the VORTAC; and within 3 miles each side of the Jamestown VORTAC 308° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC.

Janesville, Wis.
Within a 5-mile radius of the Rock County Airport (latitude 42°37'12" N., longitude 89°02'28" W.); within 3 miles each side of a 125° bearing from the Rock County Airport extending from the 5-mile radius zone to 6½ miles southeast of the airport; and within 3 miles each side of a 321° bearing from the Rock County Airport extending from the 5-mile radius zone to 6½ miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Jefferson City, Mo.
Within a 5-mile radius of the Jefferson City Memorial Airport (latitude 38°35'33" N., longitude 92°09'39" W.), and within 2 miles each side of the Jefferson City VOR 308° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR, and within 2.5 miles each side of the 118° bearing from the Jefferson City RBN facility (latitude 38°33'20" N., longitude 92°04'40" W.) and 2.5 miles each side of the 124° bearing from the Jefferson City RBN, extending from the 5-mile radius zone to 16 miles southeast of the VOR. This control zone shall be effective during the times established by Notice to Airmen and continuously published in the Airport/Facility Directory.

Johnstown, Pa.
Within a 5.5-mile radius of the center, lat. 40°19'00" N., long. 78°50'00" W. of Johnstown-Cambria County Airport, Johnstown, Pa.; within 3.5 miles each side of the Johnstown VORTAC 044° radial, extending from the 5.5-mile radius zone to 10 miles northeast of the VORTAC; within 3 miles each side of the Johnstown VORTAC 216° radial, extending from the 5.5-mile radius zone to 8.5 miles southwest of the VORTAC, and within 3.5 miles each side of the Johnstown VORTAC 320° radial, extending from the 5.5-mile radius zone to 10.5 miles northwest of the VORTAC. This control zone is effective from 0630 to 2330 hours, local time, daily.

Jonesboro, Ark.
Within a 5-mile radius of Jonesboro Municipal Airport (latitude 35°49'50" N., longitude 90°38'55" W.) and within 3 miles each side of the Jonesboro VOR 048° radial extending from the 5-mile radius zone to 8 miles northeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Joplin, Mo.
Within a 5-mile radius of the Joplin Municipal Airport (latitude 37°09'05" N., longitude 94° 29' 55" W.).

Juneau, Alaska
Within a 5-mile radius of Juneau Municipal Airport (latitude 58°21'30" N., longitude 134°35'00" W.), and within 2 miles each side of the Juneau localizer W course, extending from the 5-mile radius zone to 2 miles W of the Coghlan Island, Alaska, RBN.

Kahului, Hawaii
Within a 5-mile radius of Kahului Airport (latitude 20°54'05" N., longitude 156°26'05" W.); within 4 miles each side of the Maui VORTAC 038° radial, extending from the 5-mile radius zone to 14 miles northeast of the VORTAC; within 2 miles each side of the Maui VORTAC 201° radial, extending from the 5-mile radius zone to 11 miles south of the VORTAC and within 2 miles each side of the extended centerline of Runway 2/20, extending from the 5-mile radius zone to 11 miles south of the VORTAC.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Pacific Chart Supplement.

Kalamazoo, Mich.
Within a 5-mile radius of the Kalamazoo Municipal Airport (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 north, south, and southwest of the VOR, and within 2 miles each side of the Kalamazoo ILS localizer south course, extending from the 5-mile radius zone to the OM. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Kalispell, Mont.
Within a 5-mile radius of the Glacier Park International Airport (latitude 48°18'49" N., longitude 114° 15'16" W.); within 2 miles each side of the 035° bearing from the Smith Lake NDB (latitude 48°06'28" N., longitude 114°27'37" W.); extending from the 5-mile radius zone to 4 miles northeast of the NDB (12.5 miles southwest of the airport).

Kaneohe, Hawaii
Within a 5-mile radius of MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.).

Kansas City, Mo.
Within a 5-mile radius of the Kansas City Downtown Airport (lat. 39°07'20.7"N., long. 94°35'30"W.) within 1.5 miles each side of the Riverside, Mo., VOR 043° radial extending from the 5-mile radius zone to 6 miles northeast of the VOR, within 1.5 miles each side of the Riverside, Mo., VOR 219° radial extending from the 5-mile radius zone to 6 miles southwest of the VOR, and within 2 miles each side of the Riverside, Mo., VOR 013° radial extending from the 5-mile radius zone to 10.5 miles north of the VOR, excluding that area which overlies the Kansas City, Mo., International Airport control zone.

AMENDMENTS 2/22/79 43 F. R. 56020 (Rewritten)

Kansas City, Mo. (International Airport)
Within a 5-mile radius of the Kansas City International Airport (latitude 39°18'18" N., longitude 94°42'40" W.), and within 2 miles either side of the Rwy 9 ILS localizer west course extending from the 5-mile radius zone to the Rondell OM; and within 2 miles either side of the Rwy 19 ILS localizer north course extending from the 5-mile radius zone to 12 miles north of the Wyandotte OM; and within 1.5 miles either side of the 268° radial of the Kansas City VORTAC extending from the 5-mile radius zone to the VORTAC; and within 2 miles either side of the Rwy 1 ILS localizer south course extending from the 5-mile radius zone to 1.5 miles south of the Wyandotte OM.

Ke-ahole, Kona, Hawaii
Within a 5-mile radius of the Ke-ahole Airport (latitude 19°44'35" N., longitude 156°03'00" W.) and within 1.5 miles each side of the Kona VORTAC 340° radial, extending from the 5-mile radius zone to the VORTAC.
This control zone is effective from 0600 to 2200 hours, local time, daily.

Kearney, Nebr.
Within a 5-mile radius of Kearney Municipal Airport (latitude 40°43'45" N., longitude 98°59'55" W.); within 3½ miles each side of the Kearney VOR 194° radial, extending from the 5-mile radius zone to 10½ miles south of the VOR; and within 3½ miles each side of the Kearney VOR 360° radial, extending from the 5-mile radius zone to 11½ miles north of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Kenai, Alaska
Within a 5-mile radius of the Kenai Municipal Airport (latitude 60°34'21" N., longitude 151°14'44" W.), and within 2 miles northwest and 2.5 miles southeast of the Kenai VORTAC 031° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC.

Ketchikan, Alaska
Within a 3-mile radius of the Ketchikan Airport (lat. 55°21'09" N., long. 131°42'22" W.) extending clockwise from the 316° bearing to the 136° bearing from the airport; with a 4-mile radius of the Ketchikan Airport extending clockwise from the 136° bearing to the 316° bearing from the airport; and within 1 mile each side of the Ketchikan localizer northwest/southeast courses extending from the radius zone to 8 miles northwest and 5.5 miles southeast of the Ketchikan localizer. This control zone is effective from 0600 to 2200 hours local time daily, or during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Key West, Fla.
Within a 5-mile radius of Key West International Airport (lat. 24°33'22" N., long. 81°45'35" W.); within 3 miles each side of the 268° bearing from Fish Hook RBN, extending from the 5-mile radius zone to 8.5 miles west of the RBN; within 4 miles each side of Key West VORTAC 309° radial, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; within a 5-mile radius of Key West NAS (Boca Chica) (lat. 24°34' 30" N., long. 81°41'15" W.); within 3.5 miles each side of the 251° bearing from Key West NAS UHF RBN, extending from the 5-mile radius zone to 10.5 miles west of the RBN.

Killeen, Tex.
Within a 5-mile radius of Fort Hood AAF (lat. 31°08'15"N., long. 97°42'50"W.); within a 4-mile radius of Killeen Municipal Airport (lat. 31°05'10"N., long. 97°41'05"W.); within 3 miles each side of the Hood VOR 219° radial extending from the 4-mile radius zone to 8 miles southwest of the VOR; within a 5-mile-radius of Robert Gray AAF (lat. 31°04'20"N., long. 97°49'45"W.); within 3.5 miles each side of the 341° bearing from the NDB (lat. 31°10'03"N., long. 97°52'41"W.), extending from the 5-mile-radius zone to 8 miles north of the NDB.

King Salmon, Alaska
Within a 5-mile radius of the King Salmon, Alaska, airport (latitude 58°40'43" N., longitude 156°38'50" W.), within 2.5 miles each side of the King Salmon VORTAC 312° and 132° radials, extending from the 5-mile radius zone to 12.5 miles northwest of the VORTAC; and within 2 miles each side of the King Salmon VORTAC 132° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC.

Kingsville, Tex.
Within a 5-mile radius of NAAS Kingsville (North) (latitude 27°30'10" N., longitude 97°48'25" W.); within 2 miles each side of the Kingsville TACAN 321° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of the Kingsville UHF RBN 321° bearing, extending from the 5-mile radius zone to 8 miles NW of the UHF RBN; within 2 miles each side of the Kingsville TACAN 187° radial, extending from the 5-mile radius zone to 7 miles S of the TACAN; within 2 miles each side of the Kingsville UHF RBN 187° bearing, extending from the 5-mile radius zone to 7 miles S of the UHF RBN.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in Part 3 of the Airport/Facility Directory.

Kinston, N. C.
Within a 5-mile radius of Stallings Field (lat. 35°19'36" N., long. 77°37'02" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Kirksville, Mo.
Within a 5-mile radius of Clarence Cannon Memorial Airport (lat. 40°05'45" N., long. 92°32'50"W.). This control zone will be effective initially during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

K. I. Sawyer AFB, Mich.
Within a 5-statute mile radius of the K. I. Sawyer Airport (lat. 46°21'N., long. 87°24'W.); within 2 statute miles each side of the extended centerline of Runway 01/19, extending from the 5-mile radius zone to 7.5 statute miles north and south of the airport.

Klamath Falls, Oreg.
Within a 5-mile radius of Kingsley Field (latitude 42°09'29" N., longitude 121°43'57" W.), within 4 miles east and 2 miles west of the Klamath Falls VORTAC 171° radial extending from the 5-mile radius zone to 8.5 miles south of the VORTAC, and within 2 miles each side of the Klamath Falls VORTAC 332° radial, extending from the 5-mile radius zone to 11 miles northwest of the VORTAC.

Knob Noster, Mo. (Whiteman AFB)
Within a 5-mile radius of Whiteman AFB, Knob Noster, Mo. (lat. 38°43'50"N., long. 93°33'00"W.); within 2 miles each side of Whiteman VOR 010° radial, extending from the 5-mile radius to 2 miles north of the Whiteman VOR, and within 2 miles each side of the Whiteman TACAN 185° radial, extending from the 5-mile radius to 7 miles south of the TACAN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Knoxville, Tenn. (Downtown Island Airport)
Within a 5-mile radius of Downtown Island Airport (lat. 35°57'45" N., long. 83°52'30" W.); excluding the portion within the Knoxville control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Knoxville, Tenn.
Within a 5-mile radius of McGhee-Tyson Airport (latitude 35°48'40" N., longitude 83°59'35" W.); within 2 miles each side of Knoxville ILS localizer southwest course, extending from the 5-mile radius zone to 1 mile northeast of the LOM; within 1.5 miles each side of Knoxville VORTAC 220° radial, extending from the 5-mile radius zone to 1.5 miles southwest of the VORTAC.

Kodiak, Alaska
Within a 5-mile radius of the Kodiak Airport (latitude 57°45'02" N., longitude 152°29'19" W.), and within 3 miles north and 3.5 miles south of the Kodiak VORTAC 072° and 252° radials extending from the 5-mile radius zone to 9.5 miles east of the VORTAC.

Kotzebue, Alaska
Within a 5-mile radius of Wien Memorial Airport, Kotzebue, Alaska, (latitude 66°53'02" N., longitude 162°36' 05" W.), within 3 miles each side of the 048° bearing from the Hotham NDB extending from the 5-mile radius zone to 7 miles northeast of the NDB; within 3 miles each side of the Kotzebue VORTAC 278° radial extending from the 5-mile radius zone to 10 miles west of the VORTAC; and within 3 miles each side of the Kotzebue VORTAC 090° radial extending from the 5-mile radius zone to 8 miles east of the VORTAC.
This control zone is effective from 0800 to 2400 hours local time daily, or during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Kwajalein Island, Marshall Islands
Within a 5-mile radius of the Bucholz AAF (lat. 08°43'32" N., long. 167°44'03" E.); within 2.5 miles each side of the Kwajalein TACAN 248° radial, extending from the 5-mile radius zone to 6 miles west of the TACAN; and within 3.5 miles each side of the 078° bearing from the Kwajalein RBN, extending from the 5-mile radius zone to 11 miles east of the RBN.
This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The date and time will thereafter be continuously published in the Pacific Chart Supplement.

La Crosse, Wis.
That airspace within a 5-mile radius of La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15' 21" W.); within 3 miles each side of the La Crosse VOR 322° radial extending from the 5-mile radius zone to 11½ miles northwest of the VOR; and within 2½ miles each side of the La Crosse VOR 185° radial extending from the 5-mile radius zone to 5½ miles south of the VOR; and within 2 miles each side of the La Crosse ILS localizer north course, extending from the 5-mile radius zone to 9 miles north of the airport.

Lafayette, Ind.
Within a 5-mile radius of Purdue University Airport (latitude 40°24'45" N., longitude 86°56'06" W.). This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Lafayette, La.
That airspace within a 5-mile radius of Lafayette, La., Airport (lat. 30°12'00"N., long. 91°59'40"W.).

Lake Charles, La.
That airspace within a 5-mile radius of Lake Charles Municipal Airport (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°02'00"N., 74°21'00"W., of NAEC Lakehurst, Lakehurst, N. J.; within 3 miles each side of the 050° bearing from the Navy Lakehurst UHF RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN. This control zone is effective from 0700 to 2300 hours, local time, daily, or during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Lakeland, Fla.
Within a 5-mile radius of the Lakeland Municipal Airport (lat. 27°59'20"N., long. 82°00'53"W.); excluding that airspace within a 1.5-mile radius of the Circle X Airport (lat. 27°55'59"N., long. 82°02'39"W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 11/29/79 44 F. R. 54464 (Added)

Lake Tahoe, Calif.
Within a 5-mile radius of Lake Tahoe Airport (latitude 38°53'30" N., longitude 119°59'50" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Lanai, Hawaii
Within a 5-mile radius of Lanai Airport (lat. 20°47'30" N., long. 156°57'00" W.). This control zone is effective during specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Pacific Chart Supplement.

Lancaster, Calif. (Fox Field)
Within a 5-mile radius of General William J. Fox Airfield (lat. 34°44'26" N., long. 118°13'04" W.), and within 2 miles each side of the Palmdale VORTAC 311° radial extending from the 5-mile radius zone to the Palmdale, Calif., 5-mile radius zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Lancaster, Pa.
Within a 5-mile radius of the center, 40°07'16" N., 76°17'47" W., of Lancaster Airport, Lancaster, Pa.; within 3 miles each side of the Lancaster VORTAC 260° radial, extending from the VORTAC to 8.5 miles west; within 3 miles each side of the Lancaster VORTAC 128° radial, extending from the VORTAC to 8.5 miles southeast; within 2 miles each side of the Lancaster VORTAC 055° radial, extending from the VORTAC to 5 miles northeast. This control zone is effective from 0630 to 2330 hours, local time, daily.

Lansing, Mich.
Within a 5-mile radius of Capital City Airport, Lansing, Mich. (latitude 42°46'40" N., longitude 84°35'20" W.).

Laramie, Wyo.
Within a 5-mile radius of General Brees Field, Laramie, Wyoming (lat. 41°18'50" N., long. 105°40'25" W.); within 4 miles each side of the Laramie VORTAC 301° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC and within 4.5 miles each side of the Laramie VORTAC 126° radial, extending from the 5-mile radius zone to 20 miles southeast of the VORTAC.

Laredo, Tex.
Within a 5-mile radius of the Laredo International Airport (lat. 27°32'40"N., long. 99°27'40"W.); within 1.5 miles each side of the Laredo VORTAC 141° radial extending from the 5-mile radius area to 1 mile southeast; within a 5-mile radius of the Laredo Municipal Airport (lat. 27°36'56"N., long. 99°31'12" W.); within 1.5 miles each side of the Laredo ILS localizer northwest course extending from the ILS localizer site (latitude 27°36'12.6" N., longitude 99°30'50.2" W.) to 7 miles northwest, excluding that portion outside the United States. This control will be effective during specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Las Vegas, Nev. (McCarran Field)
Within a 5-mile radius of McCarran Field (latitude 36°05'05" N., longitude 115°09'00" W.); within 2 miles southeast and 3 miles northwest of the Las Vegas VORTAC 032° radial extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles northwest and 3 miles southeast of the Las Vegas VORTAC 214° radial extending from the 5-mile radius zone to 6 miles southwest of the VORTAC; and within 2 miles each side of the Las Vegas VORTAC 268° radial extending from the 5-mile radius zone to 6.5 miles west of the VORTAC.

Las Vegas, Nev. (Nellis AFB)
Within a 5-mile radius of Nellis AFB (Lat. 36°14'10" N, Long. 115°02'00" W), and within 2 miles SE and 3 miles NW of the Las Vegas VORTAC 032° radial, extending from the 5-mile radius zone to 6.4 miles SW of the airport.

Las Vegas, N. Mex.
Within a 5-mile radius of the Las Vegas Municipal Airport (lat. 35°39'20" N., long. 105°08'30" W.), within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 025° radial extending beyond the 5-mile radius zone to a point 11 miles northeast of the VORTAC; and within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 220° radial extending beyond the 5-mile radius zone to a point 10 miles southwest of the VORTAC.

Latrobe, Pa.
Within a 5-mile radius of the center, lat. 40°16'39"N., long. 79°24'14"W., of Westmoreland County Airport, Latrobe, Pa.; within 2 miles each side of the Westmoreland County Airport localizer northeast course extending from the 5-mile radius zone to 1.5 miles southwest of the BEWJE RBN lat. 40°22'32"N., long. 79°16'19"W.; and within 1.5 miles each side of the Westmoreland County Airport localizer southwest course extending from the 5-mile radius zone to 17.5 miles southwest of the BEWJE RBN. This control zone shall be effective from 0630 to 2200 hours, local time, daily.

AMENDMENTS 10/4/79 44 F. R. 50823 (Changed)

LaVerne, Calif.
Within a 3-mile radius of Brackett Field (latitude 34°05'30" N., longitude 117°47'00" W.), within 2 miles each side of the Pomona VOR 179° radial, extending from the 3-mile radius zone to 3 miles south of the VOR. This control zone shall be effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Lawton, Okla.
Within a 5-mile radius of Lawton Municipal Airport (latitude 34° 34'15" N., longitude 98°24'55" W.) and within a 3-mile radius of latitude 34°38'18" N., longitude 98°24'06" W.; excluding the portion within R-5601A.

Lebanon, N. H.
Within a 5-mile radius of the center, lat. 43°37'41"N., long. 72°18'21"W., of Lebanon Regional Airport, Lebanon, N. H.; within 3 miles each side of the Hanover NDB 231° and 051° bearings, extending from the 5-mile radius zone to 8.5 miles northeast of the NDB; within 2 miles either side of the centerline of Runway 18 extended 5.5 miles from the end of the runway; within 2 miles either side of the White River NDB 060° bearing extending from the 5-mile radius zone to 7.5 miles from the end of Runway 07.

Lemoore, Calif.
Within a 6-mile radius of NAS Lemoore (latitude 36° 20' 00" N., longitude 119° 57' 04" W.); within 2 miles each side of the Lemoore TACAN 336° and 356° radials, extending from the 6-mile radius zone to 8 miles NW and N of the TACAN, and within 2 miles each side of the Lemoore TACAN 156° radial, extending from the 6-mile radius zone to 8 miles SE of the TACAN.

Lewisburg, W. Va.
Within a 6-mile radius of the center, lat. 37°51'35" N., long. 80°23'55" W. of Greenbrier Valley Airport, Lewisburg, W. Va., extending clockwise from a 110° bearing from the airport to a 275° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 275° bearing from the airport to a 040° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 040° bearing from the airport to a 110° bearing from the airport and within 3 miles each side of the Greenbrier Valley Airport ILS localizer southwest course, extending from the 6-mile radius arc to 8.5 miles southwest of the OM.
This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective times will thereafter be published in the Airport/Facility Directory.

Lewiston, Idaho
Within a 5-mile radius of Lewiston-Nez Perce County Airport (lat. 46°22'29" N., long. 117°00'52" W.); and within 3 miles each side of the Lewiston-Nez Perce ILS localizer course, extending from the 5-mile radius zone to 16.5 miles east of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Lewistown, Mont.
Within a 5-mile radius of the Lewistown Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 1.5 miles each side of the Lewistown VORTAC 090° radial, extending from the 5-mile radius zone to the VORTAC.

Lexington, Ky.
Within a 5-mile radius of Blue Grass Airport (lat. 38°02'16" N., long. 84°36'16" W.); within 1.5 miles each side of the ILS localizer northeast course, extending from the 5-mile radius zone to 5 miles northeast of the runway end.

Liberal, Kans.
Within a 5-mile radius of Liberal Municipal Airport (latitude 37°02'35" N., longitude 100°57'45" W.); within 2 miles each side of the Liberal VORTAC 025° radial, extending from the 5-mile radius zone to 8 miles NE of the VORTAC; and within 2 miles each side of the Liberal VORTAC 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Lihue, Hawaii
Within a 5-mile radius of Lihue Airport (latitude 21°58'55" N., longitude 159°20'40" W.) and within 2 miles each side of the Lihue VORTAC 130° radial, extending from the 5-mile radius zone to 9 miles southeast of the VORTAC.

Limestone, Maine
Within a 5-mile radius of the center, 46°57'05" N., 67°53'10" W., of Loring AFB, Limestone, Maine, excluding the portion outside of the United States; within 2 miles each side of the Loring TACAN 168° radial extending from the 5-mile radius zone to 6.5 miles south of the TACAN; and within 2 miles each side of the Loring TACAN 348° radial extending from the 5-mile radius zone to 7 miles north of the TACAN.

Lincoln, Nebr.
Within a 6-mile radius of Lincoln Airport (latitude 40°50'58" N., longitude 96°45'31" W.); and within 1.6 miles each side of the 325° track angle from the Runway 14 threshold extending from the 6-mile radius to 7 miles northwest of the Lincoln Airport; and within 2 miles each side of the Lincoln ILS localizer north course extending from the 6-mile radius to 14 miles north of the Lincoln Airport; and within 2 miles either side of the Lincoln VORTAC 015° radial extending from the 6-mile radius to 8 miles north of the Lincoln VORTAC; and within 2 miles each side of the Lincoln VORTAC 187° radial extending from the 6-mile radius to 13 miles south of the Lincoln VORTAC excluding the airspace within a 1-mile radius of Arrow Airport (latitude 40°52' 00" N., longitude 96°39'15" W.).

Little Rock, Ark. (Adams Field)
Within a 5-mile radius of Adams Field (latitude 34°43'45" N., longitude 92°13'45" W.), within 1.5 miles each side of the ILS localizer southwest course extending from the 5-mile radius zone to the LOM, and within 3.5 miles each side of the ILS localizer northeast course extending from the 5-mile radius zone to 12 miles northeast of the airport excluding the portion within the Little Rock, Ark. (Little Rock AFB), control zone.

Little Rock, Ark. (Little Rock AFB)
Within a 5-mile radius of Little Rock AFB (latitude 34°55'05" N., longitude 92°08'45" W.), within 1.5 miles each side of the ILS localizer northeast course extending from the 5-mile radius zone to 1 mile east of the 5-mile radius, within 1.5 miles each side of the Jacksonville TACAN 076° radial extending from the 5-mile radius zone to 6.5 miles east of the TACAN, within 2 miles each side of the extended centerline of Runway 24 extending from the 5-mile radius zone to 6 miles southwest of the airport, and within 1.5 miles each side of the Jacksonville TACAN 241° radial extending from the 5-mile radius zone to 7 miles southwest of the TACAN.

Livermore, Calif.
Within a 3-mile radius of Livermore Municipal Airport (latitude 37°41'38" N., longitude 121°49'02" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continually published in the Airport/Facility Directory.

Livingston, Mont.
That airspace within a 5-mile radius of Mission Field Airport (latitude 45°41'45" N., longitude 110°26'40" W.) and within 3 miles each side of the Livingston, Mont., VORTAC 340° radial, extending from the 5-mile radius zone to 8 miles north of the VORTAC.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

London, Ky.
Within a 5-mile radius of London-Corbin Airport, Magee Field (lat. 37°05'15" N., long. 84°04'38" W.); within 2 miles each side of London VOR 030° radial, extending from the 5-mile radius zone to 10 miles northeast of the VOR within
3 miles each side of London VOR 202° radial, extending from the 5-mile radius zone to 8.5 miles south of the VOR.

Lonely DEW Station, Alaska
Within a 3-mile radius of the Lonely DEW Station Airport, lat. 70°54'40"N., long. 153°14'20"W.

AMENDMENTS 10/4/79 44 F. R. 45920 (Added)

Lone Rock, Wis.
Within a 5-mile radius of the Tri-County Airport (latitude 43°12'36" N., longitude 90°11'06" W.); excluding the portion overlying and south of the Wisconsin River. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Long Beach, Calif.
Within a 5-mile radius of Long Beach Municipal Airport (latitude 33°49'07" N., longitude 118°09'04" W.) within a 5-mile radius of NAS Los Alamitos, Calif. (latitude 33°47'30" N., longitude 118°02'50" W.); within 2 miles each side of the Long Beach ILS localizer NW course, extending from the Long Beach 5-mile radius zone to 5 miles NW of the localizer, excluding the portion within a 1-mile radius of Sunset Beach, Calif. Airport (latitude 33°43'08" N., longitude 118°02'13" W.).

Longview, Tex.
That airspace within a 5-mile radius of Gregg County Airport, Longview, Tex. (latitude 32°23'05" N., longitude 94°42'45" W.); within 2 miles each side of the Gregg County VORTAC 313° radial extending from the 5-mile radius zone to 7 miles NW of the VORTAC, within 2 miles each side of the Gregg County VORTAC 149° radial extending from the 5-mile radius zone to 9 miles southeast of the VORTAC, within 2 miles each side of the Gregg County ILS localizer NW course extending
from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each side of the Gregg County ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.

Los Angeles, Calif. (Hawthorne Municipal Airport)
Within a 3-mile radius of the Hawthorne Municipal Airport (latitude 33°55'20" N., longitude 118°20'05" W.), and within 2 miles on each side of the Los Angeles VOR 096° radial extending from the 3-mile radius zone to 4 miles E. of the lift-off end of Runway 7, excluding the portion N. of latitude 33°55'30" N. and W. of longitude 118°21'40" W. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Los Angeles, Calif. (Los Angeles International Airport)
Within a 5-mile radius of the Los Angeles International Airport (latitude 33°56'25" N., longitude 118°24'10" W.); within a 3-mile radius of the Hawthorne Municipal Airport, Los Angeles, Calif. (latitude 33°55'20" N., longitude 118°20'05" W.); within 2 miles each side of the Los Angeles Runway 25L ILS localizer east course, extending from the 5-mile radius zone to the Lima OM; within 2 miles each side of the Los Angeles VOR 096° radial, extending from the Hawthorne 3-mile radius zone to 4 miles E of the lift-off end of Hawthorne Municipal Airport Runway 7, excluding the portion N of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W., and excluding the portion within the Hawthorne Municipal Airport control zone, when it is effective.

Louisville, Ky. (Bowman Field)
Within a 5-mile radius of Bowman Field (lat. 38°13'40" N., long. 85°39'47" W.); within 1.5 miles each side of Louisville VOR 331° radial, extending from the 5-mile radius zone to the VOR; within 3 miles each side of Bowman VOR 018°, 068°, 151° and 182° radials, extending from the 5-mile radius zone to 8.5 miles north, east, southeast and south of the VOR; excluding the portion within
Standiford Field control zone and the portion west of a line 1.5 miles east of and parallel to the Standiford Field ILS localizer north course.

Louisville, Ky. (Standiford Field)
Within a 5-mile radius of Standiford Field (lat. 38°10'33" N., long. 85°44'12" W.); within 1.5 miles each side of the ILS localizer north course, extending from the 5-mile radius zone to the arc of a 5-mile radius circle centered on Bowman Field; within 1.5 miles north and 2 miles south of the ILS localizer east course, extending from the 5-mile radius zone to 1 mile east of the VOR; within 1.5 miles each side of the ILS localizer south course, extending from the 5-mile radius zone to the LOM; within 1.5 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of the Nabb VOR 206° radial; within 2 miles each side of Louisville VOR 301° radial, extending from the 5-mile radius zone to the VOR; excluding the portion within Bowman Field control zone east of a line 1.5 miles east of and parallel to Standiford Field ILS localizer north course and the portion north of a line 1.5 miles north of and parallel to Standiford Field ILS localizer east course.

Lubbock, Tex. (Lubbock Regional Airport)
That airspace within a 5-mile radius of Lubbock Regional Airport (latitude 33°39'33" N., longitude 101°49'41" W.); within 2 miles each side of the Lubbock VORTAC 123° radial, extending from the Lubbock 5-mile radius zone to the VORTAC; within 2 miles each side of the Lubbock VORTAC 124° and 116° radials, extending from the Lubbock 5-mile radius zone to 11.5 miles southeast of the VORTAC; and within 2 miles each side of the Lubbock ILS localizer north course, extending from the 5-mile radius zone to the OM.

Lubbock, Tex. (Reese AFB)
That airspace within a 5-mile radius of Reese AFB, Tex. (latitude 33°35'56" N., longitude 102°02'36" W.); within 2 miles each side of the Lubbock VORTAC 227° radial extending from the Reese AFB 5-mile radius zone to the VORTAC, within 2 miles each side of the Reese AFB TACAN 016° radial extending from the Reese AFB 5-mile radius zone to 8 miles north of the TACAN, within 2 miles each side of the Reese AFB ILS localizer north course extending from the Reese AFB 5-mile radius zone to 8 miles north of the TACAN, and within 2 miles each side of the Reese AFB TACAN 167° radial extending from the 5-mile radius zone to 9.5 miles south of the TACAN, excluding that portion which lies within the Lubbock Regional Airport control zone. This control zone is effective during the dates and times published in the Airport/Facility Directory.

Lufkin, Tex.
That airspace within a 5-mile radius of Angelina County Airport (latitude 31°14'05" N., longitude 94°45'00" W.), within 2 miles each side of the Lufkin VOR 337° radial extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the 153° bearing from the Lufkin DF station (latitude 31°13'57" N., longitude 94°45'15" W.) extending from the 5-mile radius zone to 8 miles SE of the DF station.

Lynchburg, Va.
Within a 5.5-mile radius of the center lat. 37°19'37"N., long. 79°12'04"W., of Lynchburg Municipal-Preston Glenn Field, Lynchburg, Va.; within 3 miles each side of the Lynchburg, Va., VORTAC 021° and 201° radials extending from the 5.5-mile radius zone to 1 mile south of the VORTAC; within 2 miles each side of the Lynchburg, Va., VORTAC 023° radial extending from the 5.5-mile radius zone to 13 miles northeast of the VORTAC and within a 1.5-mile radius of the center lat. 37°22'40"N., long. 79°07'21"W., of Falwell Airport, Lynchburg, Va. This control zone is effective from 0700 to 2300 hours, local time, daily.

MacDill AFB, Fla.
Within a 5-mile radius of MacDill AFB (lat. 27°50'57" N., long. 82°31'18" W.); within 1.5 miles each side of MacDill AFB TACAN 216° radial, extending from the 5-mile radius zone to 6 miles southwest of the TACAN; within a 5-mile radius of Peter O. Knight Airport (lat. 27°54'55" N., long. 82°27'05" W.); excluding the portion within Tampa, Fla. (International Airport), control zone.

Macon, Ga.
Within a 5-mile radius of Lewis B. Wilson Airport (latitude 32°41'35" N., longitude 83°38'50" W.); within 2 miles each side of Runway 5 extended centerline, extending from the 5-mile radius zone to 5.5 miles southwest of the runway end; within 3 miles each side of Macon VORTAC 316° and 325° radials, extending from the 5-mile radius zone to 8.5 miles northwest of the VORTAC; within a 5-mile radius of Robins AFB (latitude 32°38'30" N., longitude 83°35'30" W.); within 3 miles each side of Macon VORTAC 140° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC.

Madison, Wis.
That airspace within a 5½-mile radius of the Truax Field Airport (latitude 43°08'15" N., longitude 89°20'10" W.); within 2½ miles each side of the Madison VOR 359° radial extending from the 5½ mile radius to 6 miles north of the VOR; and within 2½ miles each side of the Madison VOR 134° radial extending from the 5½-mile radius to 6 miles southeast of the VOR.

Manchester, N. H.
Within a 5-mile radius of the center, lat. 42°56'00" N., long. 71°26'21" W. of Grenier Field-Manchester Municipal Airport, Manchester, N. H.; within 2.5 miles each side of the 157° bearing from the Derry RBN, lat. 42°52'12" N., long. 71°23'52" W., extending from the 5-mile radius zone to 8.5 miles south of the RBN and within 2.5 miles each side of the Manchester VORTAC 325° radial, extending from the 5-mile radius zone to 13 miles northwest of the VORTAC. This control zone is effective from 0600 to 2300 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen, which thereafter will be continuously published in the Airport/Facility Directory.

Manhattan, Kans.
Within a 5-mile radius of the Manhattan, Kans., Municipal Airport (lat. 39°08'28"N., long. 96°40'10"W.) and within 2 miles each side of the Manhattan, Kans., VOR 146° radial, extending from the 5-mile radius zone to 11 miles southeast of the VOR, and within 2 miles northeast and 3 miles southwest of the 126° bearing from the McDowell Creek RBN, extending from the 5-mile radius zone to 10 miles southeast of the RBN, excluding the Fort Riley, Kans., control zone and the portion within R-3602. This control zone shall be effective during the times established by Notice to Airmen and published continuously in the Airport/Facility Directory.

AMENDMENTS 2/22/79 44 F. R. 1085 (Rewritten)

Manistee, Mich.
Within a 5-mile radius of Manistee Blacker Airport (latitude 44°16'25" N., longitude 86°15'00" W.); within 2 miles each side of the Manistee VOR 274° radial, extending from the 5-mile radius zone to 13 miles west of the VOR; and within 2 miles each side of the Manistee VOR 099° radial, extending from the 5-mile radius zone to 8 miles east of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Manitowoc, Wis.
Within a 5-mile radius of Manitowoc, Wis., Municipal Airport (latitude 44°07'30" N., longitude 87°40'45" W.), within 2 miles each side of the Manitowoc VOR 343° radial extending from the 5-mile radius zone to 8 miles north of the VOR, and within 2 miles each side of the Manitowoc VOR 176° radial extending from the 5-mile radius zone to 8 miles south of the VOR. This control zone shall be effective during the times established by Notice to Airmen and continuously published in the Airport/Facility Directory.

Mankato, Minn.
Within a 5-mile radius of Mankato Municipal Airport (lat. 44°13'25" N., long. 93°55'06" W.); within 2 miles each side of the Mankato VOR 166° radial, extending from the 5-mile radius zone to 8 miles south of the VOR; within 3 miles each side of the Mankato VOR 329° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Mansfield, Ohio
Within a 5-mile radius of the Mansfield-Lahm Municipal Airport (latitude 40°49'17" N., longitude 82°31'00" W.); and within 2 miles each side of the Mansfield VORTAC 307° radial extending from the 5-mile radius zone to 5.5 miles NW of the airport.

Marion, Ill.
Within a 5-mile radius of the Williamson County Airport (latitude 37°45'15" N., longitude 89°00'40" W.), within 2 miles each side of the Marion VOR 014° radial extending from the 5-mile radius zone to 8 miles N of the VOR, and within 2 miles each side of the Marion VOR 209° radial extending from the 5-mile radius zone to 8 miles SW of the VOR. This control zone shall be effective during the times established by a Notice to Airmen and continuously published in the Airport/Facility Directory.

Marion, Ind.
Within a 5-mile radius of the Marion Municipal Airport (latitude 40°29'27" N., longitude 85°40'43" W.); and within 2.5 miles each side of the Marion VOR 042°, 211° and 320° radials; extending from the 5-mile radius to 6 miles northeast and northwest and 5.5 miles southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Marquette, Mich.
Within a 5-statute-mile radius of the Marquette County Airport (lat. 46°32'02.8"N., long. 87°33'34.6"W. estimated) and within 3½ statute miles each side of the 075° magnetic bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 7 statute miles northeast of the airport; and within 3½ statute miles each side of the 250° magnetic bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 9½ statute miles southwest of the airport.

AMENDMENTS 10/4/79 44 F. R. 42169 (Rewritten)

Martha's Vineyard, Mass.
Within a 4-mile radius of Martha's Vineyard Airport (latitude 41°23'35" N., longitude 70°36'50" W.); within 2 miles each side of the Martha's Vineyard VOR 055° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR; within 2 miles each side of the 040° bearing from the Edgartown RBN, extending from the 4-mile radius zone to 8 miles NE of the RBN. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Martinsburg, W. Va.
Within a 5.5-mile radius of the center lat. 39°24'03" N., long. 77°59'09" W., of Eastern West Virginia Regional Airport, Martinsburg, W. Va.; within a 9.5-mile radius of the center of the airport, extending clockwise from a
230° bearing from the airport to a 269° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 269° bearing to a 285° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 285° bearing to a 315° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 315° bearing to a 003° bearing from the airport.

Marysville, Calif. (Beale AFB)
Within a 5-mile radius of Beale AFB (lat. 39°08'10"N., long. 121°26'05"W.), within 1.5 miles each side of the Beale TACAN 347° radial extending from the 5-mile radius zone to six miles north of the TACAN; and within 1.5 miles each side of the Beale TACAN 157° radial extending from the 5-mile radius zone to 6.5 miles south of the TACAN.

Marysville, Calif. (Yuba County Airport)
Within a 5-mile radius of Yuba County Airport (latitude 39°05'50" N., longitude 121°34'00" W.); within 2 miles each side of the Marysville VOR 153° radial, extending from the 5-mile radius zone to 8 miles SE of the VOR and within 2 miles each side of the Marysville VOR 343° radial, extending from the 5-mile radius zone to 8 miles NW of the VOR, excluding the portion within the Beale AFB control zone.

Mason City, Iowa
Within a 5-mile radius of Mason City Municipal Airport (latitude 43°09'25" N., longitude 93°19'54" W.).

Massena, N. Y.
Within a 5-mile radius of the center, 44°56'10" N., 74°50'50" W., of Richards Field, Massena, N. Y.; within 2 miles each side of the Massena VOR 284° radial extending from the 5-mile radius zone to the VOR excluding the airspace within Canada.

Mattoon, Ill.
Within a 5-mile radius of Coles County Memorial Airport (lat. 39°28'45" N., long. 88°16'51" W.); within 4.5 miles each side of the Mattoon VOR 228° radial extending from the 5-mile radius zone to 11.5 miles southwest of the VOR; and within 3 miles each side of the Mattoon VOR 063° radial, extending from the 5-mile radius area to 8.5 miles northeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Mayaguez, P. R.
Within a 5-mile radius of Mayaguez Airport (lat. 18'15'26" N., long. 67'08'58" W.); within 3 miles each side of Mayaguez VOR 252° radial, extending from the 5-mile radius zone to 8.5 miles west of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Mayport, Fla. (NS Mayport)
Within a 5-mile radius of NS Mayport (lat. 30°23'25" N., long. 81°25'15" W.); within 3 miles each side of the 057° bearing from the Navy Mayport RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN, excluding the portion southwest of a line connecting the two points of intersection with a 5-mile radius circle centered on Craig Municipal Airport (lat. 30°20'15" N., long. 81°31'00" W.).

McAlester, Okla.
Within a 5-mile radius of McAlester Municipal Airport (Lat. 34°53'05" N, Long. 95°46'55" W).

McAllen, Tex.
Within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.); within 3 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius zone to 10 miles east of the VOR and within 2 miles south and 1.5 miles north of the McAllen VOR 321° radial extending from the 5-mile radius zone to 6 miles northwest of the VOR, excluding the portion outside the United States.

McComb, Miss.
Within a 5-mile radius of McComb-Pike County Airport (lat. 31°10'35" N., long. 90°28'08" W.); within 2 miles each side of McComb VORTAC 234° radial, extending from the 5-mile radius zone to the VORTAC.

McCook, Nebr.
That airspace within a 5-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" W.); within 2 miles each side of the 120° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles southeast of the airport; and within 2 miles each side of the 324° bearing from McCook Municipal Airport, extending from the 5-mile radius zone to 8 miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

McGrath, Alaska
That airspace within a 5-mile radius of the McGrath Airport (latitude 62°57'15" N., longitude 155°36'06" W.) and within 5 miles northeast and 3 miles southwest of the McGrath VORTAC 123° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; and within 4 miles each side of the McGrath VORTAC 008° radial extending from the 5-mile radius zone to 13 miles north of the VORTAC.

Medford, Oreg.
That airspace within a 5-mile radius of the Medford-Jackson County Airport (latitude 42°22'15" N., longitude 122°52'20" W.), and within 2 miles W and 3 miles E of the Medford ILS localizer N course, extending from the 5-mile radius zone to 3 miles N of the OM.

Melbourne, Fla.
Within a 5-mile radius of the Melbourne Regional Airport (lat. 28°06'06"N., long. 80°38'36"W.); within 3 miles each side of the Melbourne VOR 100° radial, extending from the 5-mile radius zone to 8.5 miles east of the VOR; within 3 miles north and 3.5 miles south of the 267° bearing from the Satellite RBN, extending from the 5-mile radius zone to 8.5 miles west of the RBN; excluding the portion north of a line connecting the 2 points of intersection within a 5-mile radius circle centered on Patrick AFB (lat. 28°14'21"N., long. 80° 36'28"W.).

AMENDMENTS 12/28/78 43 F. R. 43293 (Rewritten)

Memphis, Tenn.
Within a 5-mile radius of the Memphis International Airport (latitude 35°03'00" N., longitude 89°58'15" W.); excluding the portion within a 1-mile radius of Desoto Air Park, Horn Lake, Miss. (latitude 34°59'15" N., longitude 90°01'55" W.).

Memphis, Tenn. (NAS)
Within a 5-mile radius of Memphis NAS (lat. 35°21'15" N., long. 89°52'10" W.). This control zone is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Menominee, Mich.
Within a 5-mile radius of Menominee County Airport (latitude 45°07'20" N., longitude 87°38'15" W.); within 3 miles each side of the Menominee VOR 349° radial, extending from the 5-mile radius zone to 7 miles north of the VOR; and within 3 miles each side of the 320° bearing from Menominee County Airport, extending from the 5-mile radius zone to 7 miles northwest of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Merced, Calif.
Within a 5-mile radius of Castle Air Force Base, Merced, Calif. (latitude 37°22'45" N., longitude 120°34'00" W.); within a 5-mile radius of Merced Municipal Airport (latitude 37°17'10" N., longitude 120°30'55" W.); and within 2 miles each side of the Castle TACAN 310° radial, extending from the Castle 5-mile radius circle to 6 miles NW of the TACAN.

Meridian, Miss. (Key Field)
Within a 5-mile radius of Key Field (latitude 32°19'58" N., longitude 88°45'05" W.); within 2 miles each side of the 011° and 012° bearings from Lauderdale RBN, extending from the 5-mile radius zone to 0.5 miles north of the RBN; within 2 miles each side of Meridian VORTAC 145° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VORTAC.

Meridian, Miss. (NAS Meridian)
Within a 5-mile radius of NAS Meridian (lat. 32°33'27" N., long. 88°33'33" W.); within 3.5 miles each side of the 021° bearing from NAS Meridian UHF RBN, extending from the 5-mile radius zone to 10.5 miles north of the RBN; within 1.5 miles each side of NAS Meridian TACAN 069° and 359° radials, extending from the 5-mile radius zone to 6 miles east and north of the TACAN; within 2 miles each side of NAS Meridian TACAN 194° radial, extending from the 5-mile radius zone to 9.5 miles south of the TACAN; within 2 miles each side of Runways 18L and 27 extended centerline, extending from the 5-mile radius zone to 4 miles north and east of the runway ends; within 2 miles each side of Runway 36L extended centerline, extending from the 5-mile radius zone to 5 miles south of the runway end.
This control zone is effective from 0600 to 0200 hours, local time, Monday thru Friday; 0700 to 1900 hours, local time, Saturday; and 1100 to 2400 hours, local time, Sunday and Federal Holidays.

Miami, Fla. (Dade-Collier Training and Transition Airport)
Within a 5-mile radius of Dade-Collier Training and Transition Airport (latitude 25°51'46" N., longitude 80°53'50" W.).
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Miami, Fla. (International Airport)
Within a 5-mile radius of Miami International Airport (lat. 25°47'34" N., long. 80°17'10" W.); within 2 miles each side of Miami VORTAC 139° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC; within 1.5 miles each side of Runway 9L ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of Portland RBN; within 1.5 miles each side of Runway 27L ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of Miami VORTAC 161° radial.

Miami, Fla. (Opa Locka Airport)
Within a 5-mile radius of Opa Locka Airport (latitude 25°54'26" N., longitude 80°16'48" W.); within 2 miles each side of the Miami VORTAC 110° radial, extending from the 5-mile radius zone to 5.5 miles east of the VORTAC; excluding the portion which coincides with the Miami (International Airport) control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Miami, Fla. (Tamiami Airport)
Within a 5-mile radius of the Tamiami Airport, Fla. (latitude 25°38'51" N., longitude 80°25'59" W.).

Middletown, Pa.
Within a 6-mile radius of the center, 40°11'34" N., 76°45'48" W., of the Harrisburg International Airport-Olmsted Field, Middletown, Pa.; within a 7-mile radius of the center of the airport, extending clockwise from a 228° bearing to a 293° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 005° bearing to a 033° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 033° bearing to a 098° bearing from the airport; within 2 miles each side of the extended centerline of Harrisburg International Airport-Olmsted Field Runway 13, extending from the southeast end of Runway 13 to 6 miles southeast of the southeast end of Runway 13; excluding the portion that coincides with the Harrisburg, Pa., control zone west of direct lines described as follows: a line bearing 028° from a point 40°12'23" N., 76°48'38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone and a line bearing 191° from a point 40°12'23" N., 76°48'38" W., extending from said point to the point of intersection with the Harrisburg, Pa., 6.5-mile radius zone.

Midland, Tex.
Within a 5-mile radius of Midland Regional Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.), and
within 2 miles each side of the Midland ILS localizer NW course, extending from the 5-mile radius zone to 7 miles NW of the airport.

Midway Island
Within a 5-mile radius of Midway NS (Henderson Field) (lat. 28°11'55" N., long. 177°22'50" W.) and within 2.5 miles northwest and 4.5 miles southeast of the 240° bearing from the Midway RBN, extending from the 5-mile radius zone to 10.5 miles southwest of the RBN.

Miles City, Mont.
Within a 5-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 3 miles each side of the 252° bearing from the Horton RBN, extending from the 5-mile radius zone to 8 miles west of the RBN; within 3 miles each side of the Miles City VORTAC 225° radial, extending from the 5-mile radius zone to 8 miles southwest of the VORTAC.

Millville, N. J.
Within a 5-mile radius of the center, 39°22'00" N., 75°04'45" W. of Millville Municipal Airport, Millville, N. J.

Milton, Fla. (NAS Whiting Field (North))
Within a 5-mile radius of NAS Whiting Field (North) (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the Navy Whiting TACAN 309° radial, extending from the 5-mile radius zone to 6.5 miles northwest of the TACAN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Milwaukee, Wis. (General Mitchell Field)
Within a 5-mile radius of General Mitchell Field (latitude 42°56'51"N., longitude 87°53'58" W.).

Milwaukee, Wis. (Timmerman Airport)
Within a 5-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'00" W.); and within 3 miles each side of Timmerman VOR 336° radial, extending from the 5-mile radius zone to 6½ miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Mineral Wells, Tex.
Within a 5-mile radius of Mineral Wells Airport (latitude 32°46'59" N., longitude 98°03'34" W.) and within 3 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 5-mile radius zone to 8 miles SE of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date will thereafter be continuously published in the Airport/Facility Directory.

Minneapolis, Minn.
Within a 5-mile radius of Minneapolis-St. Paul International Airport (latitude 44°53'05" N., longitude 93°13' 15" W.); within 2 miles each side of the Minneapolis MSP-ILS localizer front course extending from the 5-mile radius zone to 1½ miles northwest of the MS-OM; within 2 miles each side of the Minneapolis APL-ILS localizer front course, extending from the 5-mile radius zone to one-half mile southwest of AP-OM.

Minneapolis, Minn. (Crystal Airport)
Within a 5-mile radius of Crystal Airport (latitude 45°03'45" N., longitude 93°21'10" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Minneapolis, Minn. (Flying Cloud)
Within a 5-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 Airport/Facility Directory.

Minot, N. Dak. (International Airport)
Within a 5-mile radius of Minot International Airport (latitude 48°15'40" N., longitude 101°16'45" W.); within 4 miles each side of the Minot VORTAC 129° radial, extending from the 5-mile radius zone to 9 miles southeast of the VORTAC; within 4 miles each side of the Minot VORTAC 260° radial, extending from the 5-mile radius zone to 9½ miles west of the VORTAC; within 4 miles each side of the Minot VORTAC 327° radial, extending from the 5-mile radius zone to 9½ miles northwest of the VORTAC; and within 4 miles each side of the Minot VORTAC 097° radial, extending from the 5-mile radius zone to 8½ miles east of the VORTAC, excluding the portion which overlies the Minot AFB control zone.

Minot, N. Dak. (Minot AFB)
Within a 5-mile radius of Minot AFB (latitude 48°24'55" N., longitude 101°21'25" W.); within 2½ miles each side of the Deering TACAN 113° radial, extending from the 5-mile radius zone to 7 miles southeast of the TACAN; and within 2½ miles each side of the Deering TACAN 303° radial, extending from the 5-mile radius zone to 7 miles northwest of the TACAN.

Miramar, Calif.
Within a 5-mile radius of NAS Miramar (Lat. 32°52'30" N, Long. 117°08'15" W) and within 2 miles either side of the NAS Miramar TACAN 078° radial extending from the 5-mile radius zone to 12 miles E of the TACAN, excluding the area S of Lat. 32°49'30" N.

Missoula, Mont.
Within a 5-mile radius of the Johnson-Bell Airport (latitude 45°54'54" N., longitude 114°05'14" W.); within 3 miles each side of the Missoula VORTAC 312° radial extending from the 5-mile radius zone to 16.5 miles northwest of the VORTAC; within 5 miles each side of the Missoula VORTAC 302° radial extending from the VORTAC to 11 miles northwest of the VORTAC; within 2 miles each side of the Missoula VORTAC 172° radial extending from the 5-mile radius zone to 10.5 miles southeast of the VORTAC.

Mitchell, S. Dak.
Within a 5-mile radius of Mitchell Municipal Airport (latitude 43°46'25" N., longitude 98°02'30" W.); within 3 miles each side of the Mitchell VOR 149° radial, extending from the 5-mile radius zone to 7½ miles southeast of the VOR; and within 3 miles each side of the Mitchell VOR 300° radial, extending from the 5-mile radius zone to 7½ miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Mobile, Ala. (Bates Field)
Within a 5-mile radius of Bates Field (lat. 30°41'17.7"N., long. 88°14'26.6"W.); within 1.5 miles each side of Semmes VORTAC 113° radial, extending from the 5-mile radius zone to 2 miles southeast of the VORTAC.

Mobile, Ala. (Brookley Airport)
Within a 5-mile radius of Brookley Airport (lat. 30°37'08.5"N., long. 88°03'57.2"W.); within 3.5 miles each side of Brookley VORTAC 157° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC. This control zone is effective from 0800 to 1900 hours, local time, daily.

Modesto, Calif.
Within a 5-mile radius of the Modesto City-County Airport, Modesto, Calif. (latitude 37°37'35" N., longitude 120°57'15" W.); within 2 miles each side of the Modesto VOR 302° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; within 2 miles each side of the Modesto VOR 122° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Moline, Ill.
Within a 5-mile radius of Quad City Airport (latitude 41°26'50" N., longitude 90°30'40" W.); and within 2 miles each side of the Quad City ILS localizer west course, extending from the 5-mile radius zone to the OM.

Molokai, Hawaii
Within a 5-mile radius of the Molokai Airport (latitude 21°09'25" N., longitude 157°05'55" W.), and within 2 miles each side of the Molokai VORTAC 268° radial, extending from the 5-mile radius zone to 3.5 miles west of the
VORTAC. This control zone is effective during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Pacific chart supplement.

Monroe, La.
That airspace within a 5-mile radius of Selman Field, Monroe, La. (latitude 32°30'30" N., longitude 92°02'20" W.).

Monterey, Calif.
Within a 5-mile radius of the Monterey Peninsula Airport (latitude 36°35'20" N., longitude 121°51'00" W.), and within 2 miles each side of the 317° bearing from the Monterey ILS LMM, extending from the 5-mile radius zone to 7 miles NW of the LMM, excluding the portion within the Fort Ord, Calif., control zone.

Montgomery, Ala.
Within a 6-mile radius of Dannelly Field (lat. 32°18'00"N., long. 86°23'36"W.); within 2 miles each side of Montgomery VORTAC 310° radial, extending from the 6-mile radius zone to 14.5 miles northwest of the VORTAC; within a 6-mile radius of Maxwell Air Force Base (lat. 32°22'48"N., long. 86°21'55"W.).

Montpelier, Vt.
Within a 6-mile radius of the center, lat. 44°12'15"N., long. 72°33'45"W., of Edward F. Knapp (Barre-Montpelier) State Airport, Barre-Montpelier, Vt.; within 3 miles each side of the Montpelier VOR, lat. 44° 12'41"N., long. 72°33'45"W., 163° radial extending from the 6-mile radius zone to 8.5 miles south of the VOR; within 2 miles each side of the centerline of Runway 23 extending from the 6-mile radius zone to 8 miles southwest of the end of Runway 23.

Montrose, Colo.
That airspace within a 5-mile radius of the Montrose County Airport (latitude 38°29'55" N., longitude 107°53'35" W.), and within 4 miles each side of the Montrose, Colo., VOR 313° radial extending from the 5-mile radius zone to 14 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Morgantown, W. Va.
Within a 5.5-mile radius of the center, lat. 39°38'34" N., long. 79°55'01" W., of Morgantown Municipal Airport-Walter L. Hart Field,
Morgantown, W. Va., extending clockwise from a 220° bearing to a 030° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 030° bearing to a 040° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 040° bearing to a 075° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 075° bearing to a 105° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 105° bearing to a 140° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 140° bearing to a 202° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 202° bearing to a 220° bearing from the airport and within 2 miles each side of the 168° bearing from the Bobtown RBN, extending from the 5.5-mile radius arc to the RBN.

Morristown, N. J.
Within a 5-mile radius of the center, 40°47'58" N., 74°24'56" W., of Morristown Municipal Airport, Morristown, N. J., extending clockwise from a 339° bearing to a 229° bearing from the airport; within a 6-mile radius of the center of Morristown Municipal Airport, extending clockwise from a 229° bearing to a 339° bearing from the airport and within 3 miles each side of a 204° bearing from the Chatham, N. J., RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN, excluding a 1-mile radius of the center, 40°41'28" N., 74°32'08" W., of Somerset Hills Airport, Basking Ridge, N. J. This control zone is effective from 0630 to 2230 hours, local time, daily.

Mosinee, Wis.
Within a 5-mile radius of Central Wisconsin Airport (latitude 44°46'35" N., longitude 89°40'00" W.); within 1½ miles each side of the Wausau, Wis., VOR 219° radial, extending from the 5-mile radius zone to the VOR; within 3½ miles each side of the 242° bearing from Central Wisconsin Airport extending from the 5-mile radius zone to 10½ miles west of the airport; and within 3½ miles each side of the 087° bearing from Central Wisconsin Airport, extending from the 5-mile radius zone to 10½ miles east of the airport, excluding the portion which overlies the Wausau, Wis., control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Moultrie, Ga.
Within a 5-mile radius of Moultrie-Thomasville Airport (lat. 31°04'58"N., long. 83°48'15"W.); within 3 miles each side of Moultrie VOR 031° and 230° radials, extending from the 5-mile radius zone to 8.5 miles northeast and southwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Mountain Home, Idaho
Within a 5-mile radius of Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.); within 2 miles each side of the extended centerline of Runway 12, extending from the 5-mile radius zone to 7.5 miles SE of the SE end of Runway 12; within 2 miles each side of the extended centerline of Runway 30, extending from the 5-mile radius zone to 7.5 miles NW of the NW end of Runway 30; within 2 miles each side of the Mountain Home TACAN 129° radial, extending from the 5-mile radius zone to 7 miles SE of the TACAN, and within 2 miles each side of the Mountain Home TACAN 321° radial, extending from the 5-mile radius zone to 7 miles NW of the TACAN.

Mountain View, Calif. (Moffett Field NAS)
Within a 5-mile radius of Moffett Field NAS (latitude 37°24'55" N., longitude 122°02'50" W.), within a 3-mile radius of Palo Alto, Calif. Airport (latitude 37°27'40" N., longitude 122°06'50" W.) within 2.5 miles southwest and 2 miles northeast of the Moffett TACAN 157° radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN and within 2 miles each side of the San Jose VOR 319° radial, extending from the VOR to 8 miles northwest of the VOR, excluding the portion southeast of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W., and the portion within the Palo Alto control zone when it is effective.

Mount Clemens, Mich.
Within a 5-mile radius of Selfridge AFB (latitude 42°36'30" N., longitude 82°50'15" W.); within 2 miles each side of the Selfridge AFB ILS localizer north and south courses, extending from the 5-mile radius zone to 8 miles north and south of Selfridge AFB, and within 2 miles each side of the Selfridge AFB TACAN 353° radial, extending from the 5-mile radius zone to 8 miles north of the TACAN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and time will, hereafter, be continuously published in the Airport/Facility Directory.

Mount Vernon, Ill.
Within a 5-mile radius of Mount Vernon-Outland Airport (latitude 38°19'23" N., longitude 88°51'33" W.); within 4.5 miles each side of the Mount Vernon VOR 044° radial, extending from the 5-mile radius zone to 10.5 miles northeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Muncie, Ind.
Within a 5-mile radius of Delaware County-Johnson Field (latitude 40°14'26" N., longitude 85°23'43" W.); within 2½ miles each side of the Muncie VOR 125° radial, extending from the 5-mile radius zone to 6½ miles southeast of the VOR; within 2½ miles each side of the Muncie VOR 017° radial, extending from the 5-mile-radius zone to 6½ miles north of the VOR; and within 3½ miles each side of the Muncie VOR 320° radial, extending from the 5-mile-radius zone to 10 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Muscle Shoals, Ala.
Within a 5-mile radius of Muscle Shoals Airport (latitude 34°44'41" N.. longitude 87°36'39" W.).

Muskegon, Mich.
Within a 5-mile radius of Muskegon County Airport (lat. 43°10'16" N., long. 86°14'09" W.); within 1.5 miles each side of the Muskegon VORTAC 272° radial, extending from the 5-mile radius zone to 1 mile west of the VORTAC; and within 1.5 miles each side of the ILS back course extending from the 5-mile radius zone to 10.5 miles northwest of the Muskegon County Airport ILS OM.

Myrtle Beach, S. C.
Within a 5-mile radius of Grand Strand Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within 3 miles each side of Myrtle Beach VORTAC 054° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VORTAC; within 3 miles each side of the Myrtle Beach VORTAC 220° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Myrtle Beach AFB, S. C.
Within a 5-mile radius of Myrtle Beach AFB (lat. 33°40'45"N., long. 78°55'45"W.); within 1.5 miles each side of Myrtle Beach TACAN 355° radial, extending from the 5-mile radius zone to 6.5 miles north of the TACAN; within 1 mile each side of Myrtle Beach TACAN 348° radial, extending from the 5-mile radius zone to 6.5 miles north of the TACAN. This control zone is effective from 0600 to 2400 hours, local time, daily.

AMENDMENTS 6/14/79 44 F. R. 23205 (Changed)

Nantucket, Mass.
Within a 4-mile radius of Nantucket Memorial Airport, Nantucket, Mass. (latitude 41°15'15" N., longitude 70°03'40" W.), and within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 4-mile radius zone to 8 miles NE of the VOR.
This Control Zone is effective from 0600 to 2300 hours local time, daily or during specific dates and times established by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Napa, Calif.
Within a 3-mile radius of Napa County Airport (latitude 38°12'55" N., longitude 122°16'45" W.), from 0700 to 2300 hours, local time, daily.

Nashville, Tenn.
Within a 5-mile radius of Nashville Metropolitan Airport (lat. 36°07'36" N., long. 86°40'50" W.); within 3.5 miles each side of Nashville VORTAC 109° radial,
extending from the 5-mile radius zone to 10 miles east of the VORTAC; within 1.5 miles each side of the ILS localizer south course, extending from the 5-mile radius zone to the LOM; excluding the portion within a 1-mile radius of Cornelia Fort Airpark (lat. 36°11'45" N., long. 86°42'00" W.).

Needles, Calif.
Within a 5-mile radius of Needles Airport (latitude 34°46'05" N., longitude 114°37'30" W.).
This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Nenana, Alaska
Within a 5-mile radius of the Nenana Airport (latitude 64°32°56" N., longitude 149°04'24" W.); and within 4 miles each side of the 132° bearing from the Julius RBN extending from the 5-mile radius zone to 8.5 miles southeast of the RBN. This control zone is effective during the specific days and times established in advance by Notice to Airmen. The effective times will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Newark, N. J.
Within a 5-mile radius of the center, 40°41'40" N., 74°10'02" W., of Newark International Airport, Newark, N. J., extending clockwise from a 030° bearing to a 263° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 263° bearing to a 342° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 342° bearing to a 030° bearing from the airport; within 2 miles each side of the Newark International Airport Runway 4L ILS localizer course, extending from the 5-mile radius to 2.5 miles northeast of the CHESA OM and within 2.5 miles each side of a 275° bearing from a point 40°42'12"N., 74°10'54"W., extending from said point to 5 miles west of said point.

New Bedford, Mass.
Within a 5-mile radius of the New Bedford Municipal Airport (latitude 41°40'37" N., longitude 70°57'34" W.). This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established in advance by a NOtice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

New Bern, N. C.
Within a 5-mile radius of Simmons-Nott Airport (latitude 35°04'20" N., longitude 77°02'35" W.); within 2.5 miles each side of New Bern VOR 210° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR.

Newburgh, N. Y.
Within a 5-mile radius of the center, 41°30'10" N., 74°06'11" W., of Stewart Airport, Newburgh, N. Y., extending clockwise from a 066° bearing to a 209° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 209° bearing to a 249° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 249° bearing to a 315° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 315° bearing to a 066° bearing from the airport; within 3 miles each side of the Stewart VOR (41°30'30" N., 74°05'51" W.) 325° radial, extending from the VOR to 15 miles northwest of the VOR and within 4.5 miles each side of the Stewart VOR 085° radial, extending from the VOR to 11.5 miles east of the VOR, excluding the portion that coincides with the Poughkeepsie, N. Y., control zone. This control zone is effective from 0000-2359 hours, local time, Tuesday through Friday; 0000-2300 hours, local time, Saturday; 0700-2300 hours, local time, Sunday; 0700-2400 hours, local time, Monday.

AMENDMENTS 12/28/78 43 F. R. 53418 (Changed)

New Haven, Conn.
That airspace within a 5-mile radius of the center, latitude 41°15'51" N., longitude 72°53'15" W. of the Tweed-New Haven Airport, New Haven, Conn., extending clockwise from a 079° bearing to a 237° bearing from the airport; within a 5.5-mile radius of the center of the airport extending clockwise from a 237° bearing to a 357° bearing from the airport; and within a 6-mile radius of the center of the airport, extending clockwise from a 357° bearing to a 079° bearing from the airport. This control zone is effective from 0600 to 2400 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

New Orleans, La. (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 tne center, lat. 37°07'51" N., long. 76°29'35" W., of Patrick Henry International Airport, Newport News, Va., excluding the portion that coincides with the Hampton Roads, Va., control zone.

New York, N. Y. (John F. Kennedy International Airport)
Within a 5-mile radius of the center, 40°38'25"N., 73°46'41"W., of John F. Kennedy International Airport; within a 3-mile radius of the center, 40°35'30"N., 73°53'30"W., of CGAS Brooklyn Airport, Brooklyn, N. Y.; within the area bounded by a line beginning at 40°36'16" N., 73°52'32" W., to 40°37'10° N., 73°54'55" W.; to 40°42'19" N., 73°51'07" W., to 40°41'23" N., 73°48'48" W., to the point of beginning; within 1.5 miles each side of the Kennedy VORTAC 106° radial, extending from the 5-mile radius zone to 6.5 miles east of the VORTAC; within 1.5 miles each side of the Kennedy VORTAC 207° radial, extending from the 5-mile radius zone to 5 miles southwest of the VORTAC; within 1.5 miles each side of the Kennedy VORTAC 134° radial, extending from the 5-mile radius zone to 5 miles southeast of the VORTAC.

AMENDMENTS 11/29/79 44 F. R. 53735 (Changed)

New York, N. Y. (La Guardia Airport)
Within a 5-mile radius of the center, 40°46'36" N., 73°52'24" W. of La Guardia Airport; within 1.5 miles each side of a line bearing 124° from a point 40°46'20" N., 73°51'34" W., extending from said point to 5 miles southeast of said point.

Niagara Falls, N. Y.
Within a 5-mile radius of Niagara Falls International Airport (latitude 43°06'20" N., longitude 78°56'55" W.), and within 2 miles each side of Niagara Falls ILS localizer E course, extending from the 5-mile radius zone to the OM, excluding the portion outside the United States.

Nome, Alaska
Within a 5-mile radius of the Nome Airport (lat. 64°30'46"N., long. 165°26'31"W.); and within 3 miles north and 4 miles south of the Nome VORTAC 107° and 287° radials, extending from the 5-mile radius zone to 8.5 miles east of the VORTAC.

Norfolk, Nebr.
Within a 5-mile radius of Karl Stefan Memorial Airport (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 Airport/Facility Directory.

Norfolk, Va. (Norfolk International)
Within a 5-mile radius of the center, 36°53'45"N., 76°12'15"W., of Norfolk International Airport, Norfolk, Va., excluding the northwest portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va. (NAS Norfolk), control zone.

Norfolk, Va. (NAS Norfolk)
Within a 5-mile radius of the center, 36°56'15" N., 76°17'15" W. of NAS Norfolk, Norfolk, Va., excluding the southeastern portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Norfolk, Va. (Norfolk International), control zone.

North, S. C.
Within a 5-mile radius of North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.) and within 2 miles each side of the North AFAF TACAN 234° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

North Bend, Oreg.
Within a 5-mile radius of North Bend Municipal Airport (latitude 43°25'00" N., longitude 124°14'45" W.); within 2 miles each side of the North Bend VORTAC 044° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the VORTAC; within 2 miles each side of the North Bend VORTAC 111° radial, extending from the 5-mile radius zone to 4.5 miles east of the VORTAC; and within 3 miles each side of the 241° bearing from the Empire LOM (latitude 43°23'42" N., longitude 124°18'33" W.), extending from the 5-mile radius zone to 7 miles southwest of the LOM.

North Las Vegas, Nev.
Within a 3-mile radius of the North Las Vegas Air Terminal (latitude 36°12'45" N., longitude 115°11'46" W.). This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

North Philadelphia, Pa.
Within a 5-mile radius of the center, 40°04'49" N., 75°00'45" W., of North Philadelphia Airport, Philadelphia, Pa., extending clockwise from a 030° bearing to a 252° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 030° bearing from the airport, excluding the north portion subtended by a chord drawn between the points of intersection of the 6-mile radius zone with that portion of the Willow Grove, Pa., control zone 5-mile radius zone centered on Warminster NAF.

North Platte, Nebr.
Within a 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 the Bignell 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 Nabesna, Alaska, RBN 307° bearing extending from the 5-mile radius zone to 8 miles NW of the RBN.

Norwood, Mass.
Within a 5-mile radius of the center (42°11'20" N., 71°10'15" W.) of Norwood Memorial Airport, Norwood, Mass.; within 3 miles each side of the 154° bearing and 334° bearing from the Stoughton, Mass., RBN (42°07'10"N., 71°07'41" W.) extending from the 5-mile radius zone to 8 miles southeast of the RBN and within 2 miles each side of the Whitman VORTAC 311° radial extending from the 5-mile radius zone to 2 miles northwest of the VORTAC, excluding the portion within the South Weymouth, Mass., control zone. This control zone is effective daily from 0700 to 2300 hours, local time, or during the specific times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Oak Grove, N. C.
Within a 5-mile radius of Oak Grove HOLF (Navy), N. C. (lat. 35°01'15" N., long. 77°15'12" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Oakland, Calif.
Within a 5-mile radius of Metropolitan Oakland International Airport (latitude 37°43'15" N., longitude 122°13'20" W.) excluding the portion subtended by a chord drawn between the points of INT of this radius with the radius of the NAS Alameda, Calif., control zone; within a 5-mile radius of Hayward Air Terminal, Hayward, Calif. (latitude 37°39'30" N., longitude 122°06'45" W.), excluding the portion within the Hayward control zone when it is effective.

Oceana, Va.
Within a 5-mile radius of the center, lat. 36°49'10"N., long. 76°02'05"W., of NAS Oceana (Soucek Field); within 2 miles each side of the Navy Oceana TACAN 213° radial, extending from the 5-mile radius zone to 10 miles southwest of the TACAN; within a 3-mile radius of the center; lat. 36°42'15"N., long. 76°08'00"W., of ALF Fentress.

Ogden, Utah (Hill AFB)
Within a 5-mile radius of Hill AFB (latitude 41°07'25" N., longitude 111°58'20" W.); within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion within the Ogden (Ogden Municipal Airport) control zone when it is effective.

Ogden, Utah (Ogden Municipal Airport)
Within a 5-mile radius of Ogden Municipal Airport (latitude 41°11'45" N., longitude 112°00'35" W.), excluding the portion S of a line extending from latitude 41°08'10" N., longitude 112°04'00" W., to latitude 41°11'00" N., longitude 111°55'00" W., from 0600 to 2200 hours, local time, daily.

Oklahoma City, Okla. (Tinker AFB)
That airspace within a 5-mile radius of Tinker AFB (latitude 35°24'50" N., longitude 97°23'35" W.); within 2 miles each side of the Tinker AFB VOR 357° radial extending from the 5-mile radius zone to 8 miles north of the VOR; within 2 miles each side of the Tinker AFB TACAN 003° radial extending from the 5-mile radius zone to 9.5 miles north of the TACAN; and within 2 miles each side of the Tinker AFB VOR 187° radial extending from the 5-mile radius to 6 miles south of the VOR.

Oklahoma City, Okla. (Wiley Post Airport)
Within a 5-mile radius of Wiley Post Airport (latitude 35°32'05" N., longitude 97°38'40" W.) within 2 miles each side of the Wiley Post ILS localizer north course extending from the 5-mile radius zone to the OM (latitude 35°37'33" N., longitude 97°38'50" W.); within 2 miles each side of the Oklahoma City VORTAC 050° radial extending from the 5-mile radius zone to the VORTAC; and excluding the portion S of a line extending through latitude 35°26'33" N., longitude 97°46'21" W., and latitude 35°28'00" N., longitude 97°36'05" W.

Oklahoma City, Okla. (Will Rogers World Airport)
Within a 5-mile radius of Will Rogers World Airport (latitude 35°23'45" N., longitude 97°36'30" W.); within 3 miles each side of the Oklahoma City runway 17R ILS localizer north course, extending from the 5-mile radius zone to the Tulakes, Okla., RBN; within 2 miles southwest and 3.5 miles northeast of the Oklahoma City VORTAC 105° radial extending from the 5-mile radius zone to the VORTAC; and within 3 miles each side of the Oklahoma City runway 35R ILS localizer south course extending from the 5-mile radius zone to the LOM (latitude 35°18' 36" N., longitude 97°35'17" W.), excluding that portion which coincides with the Oklahoma City (Wiley Post) control zone.

Olathe, Kans. (Johnson County Executive Airport)
Within a 5-mile radius of the Johnson County Executive Airport (lat. 38°51'00"N., long. 94°44'15"W.) and within 2.5 miles each side of the 183° bearing from Johnson County Executive Airport, extending from the 5-mile radius zone to 6.5 miles south of the airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Olathe, Kans. (Johnson County Industrial Airport)
Within a 5-mile radius of the Johnson County Industrial Airport (lat. 38°49'47"N., long. 94°53'29"W.), excluding that portion which overlies the Olathe, Kans. (Johnson County Executive Airport) control zone, and excluding that portion bounded on the north by lat. 38°49'30"N., and on the east by long. 94°56'30"W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 12/28/78 43 F. R. 51007 (Added)

Olympia, Wash.
Within a 5-mile radius of Olympia Municipal Airport (latitude 46°58'15" N., longitude 122°54'00" W.); within 4 miles each side of the Olympia VORTAC 195° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC, and within 2 miles each side of the Olympia VORTAC 010° radial, extending from the 5-mile radius zone to 5.5 miles north of the VORTAC. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Omaha, Nebr. (Eppley Field)
Within a 5-mile radius of Eppley Field (latitude 41°18'00" N., longitude 95°53'35" W.); and within 2 miles each side of the Eppley Field ILS localizer NW course extending from the 5-mile radius zone to 8 miles NW of the OM; and within 2 miles each side of the Eppley Field ILS localizer SE course extending from the 5-mile radius zone to 7 miles SE of the airport; and within 2 miles each side of the Omaha VORTAC 318° radial extending from the 5-mile radius zone to a point 7 miles SE of the airport.

Offutt AFB, Nebr.
Within a 5.5-mile radius of Offutt Air Force Base (lat. 41°07'20"N., long. 95°54'35"W.).

AMENDMENTS 4/19/79 44 F. R. 11531 (Rewritten)

Ontario, Calif.
Within a 5-mile radius of Ontario International Airport (latitude 34°03'25" N., longitude 117°36'30" W.); within 2 miles each side of the Ontario ILS localizer east course extending from the 5-mile radius zone to 3 miles east of the OM, and within a 3-mile radius of Chino, Calif., and within 1.5 miles each side of the Ontario, Calif., VORTAC 303° radial, extending from the 3-mile radius zone to 1 mile NW of the VORTAC, excluding the portion within the Chino control zone when it is effective.

Orlando, Fla.(Herndon Airport)
Within a 5-mile radius of Orlando (Herndon Airport) (lat. 28°32'40" N., long. 81°19'55" W.); within 3 miles each side of Orlando VORTAC 125° and 315° radials, extending from the 5-mile radius zone to 8.5 miles southeast and northwest of the VORTAC; excluding the portion south of a line connecting the two points of intersection with a 5-mile radius circle centered on Orlando International Airport (lat. 28°25'55"N., long. 81°19'15"W.).

Orlando, Fla. (Orlando International Airport)
Within a 5-mile radius of Orlando International Airport (lat. 28°25'55"N., long. 81°19'15"W.); within 2 miles each side of Orlando VORTAC 175° radial, extending from the 5-mile radius zone to 13.5 miles south of the VORTAC; excluding the portion within the Orlando (Herndon Airport) (lat. 28°32'40" N., long. 81°19'55" W.) control zone.

Oscoda, Mich.
Within a 5-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB VOR 240° radial extending from the 5-mile radius zone to 8 miles SW of the VOR; within 2 miles each side of the Wurtsmith AFB VOR 056° radial extending from the 5-mile radius zone to 12 miles NE of the VOR; within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 5-mile radius zone to 8 miles SW of the TACAN and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 5-mile radius zone to 8 miles NE of the TACAN.

Oshkosh, Wis.
Within a 5-mile radius of Wittman Field (latitude 43°59'25" N., longitude 88°33'20" W.); within 3 miles each side of the Oshkosh VOR 275° radial extending from the 5-mile radius zone to 9½ miles west of the VOR; and within 3 miles each side of the Oshkosh VOR 182° radial extending from the 5-mile radius zone to 9½ miles south of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Ottumwa, Iowa
Within a 5-mile radius of Ottumwa Municipal Airport (Lat. 41°08'25" N, Long. 92°26'50" W) and within 2 miles either side of the Ottumwa VORTAC 309° radial extending from the 5-mile radius zone to the VORTAC.

Owensboro, Ky.
Within a 5-mile radius of Owensboro-Daviess County Airport (lat. 37°44'31" N., long. 87°09'57" W.); within 3 miles each side of Owensboro VOR 222° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR; within 3 miles each side of Owensboro VOR 352° radial, extending from the 5-mile radius zone to 8.5 miles north of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Oxnard, Calif. (Ventura County Airport)
Within a 5-mile radius of Ventura County Airport (latitude 34°12'02" N., longitude 119°12'10" W.) and within 2 miles each side of the Ventura County Runway 25 localizer east course extending from the 5-mile radius zone to 2 miles east of the outer marker. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Paducah, Ky.
Within a 5-mile radius of Barkley Field (lat. 37°03'45" N., long. 88°46'23" W.); within 3 miles each side of the 234° bearing from Paducah RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN.

Palacios, Tex.
That airspace within a 5-mile radius of Palacios Municipal Airport (latitude 28°43'35" N., longitude 96°15'15" W.) and within 2 miles each side of the 323° bearing from the Palacios DF station (latitude 28°43'22" N, longitude 96°15'07" W.) extending from the 5-mile radius zone to 8 miles northwest of the DF station.

Palm Beach, Fla.
Within a 5-mile radius of Palm Beach International Airport (lat. 26°41'05" N., long. 80°05'35" W.); within 3 miles each side of the Palm Beach VORTAC 275° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC; excluding that airspace within a 1.5-mile radius of Palm Beach County Park (Lantana) Airport (lat. 26°35'35" N., long. 80°05'10" W.).

Palmdale, Calif.
Within a 5-mile radius of Air Force Plant No. 42, Palmdale, Calif. (latitude 34°37'45" N., longitude 118° 04'54" W.), within 3 miles each side of the ILS localizer east course, extending from the 5-mile radius zone to 7.5 miles east of the LOM, and within 2 miles south of and parallel to the Palmdale VORTAC 099° radial, extending from the 5-mile radius zone to 8 miles east of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Palm Springs, Calif.
Within a 5-mile radius of Palm Springs Airport (latitude 33°49'36" N., longitude 116°30'18" W.), and within 2 miles each side of the Palm Springs VOR 120° and 300° radials, extending from 3.5 miles SE to 3 miles NW of the VOR. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Palo Alto, Calif.
Within a 3-mile radius of Palo Alto Airport (latitude 37°27'39" N., longitude 122°06'50" W.) excluding the portion southeast of a line extending from latitude 37°25'14" N., longitude 122°08'30" W. to latitude 37°26'30" N., longitude 122°05'43" W. to latitude 37°29'10" N., longitude 122°04'08" W. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Palomar, Calif.
Within a 3-mile radius of Palomar Airport (latitude 33°07'40" N., longitude 117°16'45" W.); within 1.5 miles each side of the Oceanside VORTAC 134° radial extending from the 3-mile radius zone to 4.5 miles southeast of the VORTAC, and within 1.5 miles each side of the Palomar Runway 24 localizer east course extending from the 3-mile radius zone to 7.5 miles east of the airport. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Panama City, Fla.
Within a 5-mile radius of Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.); within 3 miles each side of the Panama City VOR 059°, 152° and 310° radials, extending from the 5-mile radius zone to 8.5 miles northeast, southeast and northwest of the VOR; excluding that portion within the Tyndall AFB control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Paris, Tex.
That airspace within a 5-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.) and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 5-mile radius to the VOR. The control zone shall be effective during the times established by a Notice to Airmen and published continuously thereafter in the Airport/Facility Directory.

Parkersburg, W. Va.
Within a 5-mile radius of the center, lat. 39°20'44" N., long. 81°26'16" W. of Wood County (Gill Rob Wilson Field) Airport, Parkersburg, W. Va.

Pasco, Wash.
That airspace within a 5-mile radius of the Tri-Cities Airport (latitude 46°15'50" N., longitude 119°06'53" W.), within 4 miles each side of the Pasco ILS localizer northeast course extending from the 5-mile radius zone to 10 miles northeast of the OM (46°18'41" North Latitude, 119°03'00" West Longitude) and within 3 miles each side of the Pasco VOR 131° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR, excluding that portion within a 1-mile radius of Vista Airport, Kennewick, Wash. (latitude 46°13'10" N., longitude 119°12'55" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Paso Robles, Calif.
Within a 5-mile radius of Paso Robles County Airport (latitude 35°40'15" N., longitude 120°37'35" W.).

Patuxent River, Md.
Within a 5-mile radius of the center, 38°17'15"N., 76°24'30"W., of Patuxent River NAS (Trapnell Field), Patuxent River, Md.; within 2 miles each side of the Patuxent VORTAC 043° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; within 2 miles each side of the Patuxent VORTAC 234° radial extending from the 5-mile radius zone to 7.5 miles southwest of the VORTAC; within 2 miles each side of the Patuxent River LF RBN 233° bearing extending from the 5-mile radius zone to 7 miles southwest of the RBN; within 2 miles each side of the Patuxent VORTAC 139° radial, extending from the 5-mile radius zone to 12 miles southeast of the VORTAC; within a $\frac{1}{2}$-mile radius of the center, 38°13'30"N., 76°26'30"W., of Park Hall, Md., Airport; and within a $\frac{1}{2}$-mile radius of the center, 38°21'40"N., 76°24'15"W., of Chesapeake Ranch Airpark.

Pellston, Mich.
Within a 5-mile radius of Emmet County Airport (latitude 45°34'09" N., longitude 84°47'45" W.); within 2½ miles each side of the 132° bearing from Emmet County Airport, extending from the 5-mile radius zone to 5½ miles southeast of the airport; and within 5 miles each side of the Pellston VORTAC 238° radial extending from the airport to 21 miles southwest of the VORTAC.

Pendleton, Oreg.
Within a 5-mile radius of Pendleton Airport (lat. 45°41'42"N., long. 118°50'25"W.), and within 2 miles each side of the Pendleton VORTAC 273° radial, extending from the 5-mile radius zone to 2 miles W of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 8/28/79 44 F. R. 50037 (Changed)

Pensacola, Fla.
Within a 5-mile radius of Pensacola Regional Airport (lat. 30°28'25" N., long. 87°11'20" W.); within 3 miles each side of the ILS localizer south course, extending from the 5-mile radius zone to 8.5 miles south of Pickens RBN.

Pensacola, NAS, Fla.
Within a 6-mile radius of Forrest Sherman Field (lat. 30°20'53"N., long. 87°19'04"W.); within 3 miles each side of the 174° bearing from NAS Pensacola UHF RBN, extending from the 6-mile radius zone to 8.5 miles south of the RBN.

Peoria, Ill.
Within a 5-mile radius of the Greater Peoria Airport (lat. 40°39'47" N., long. 89°41'22" W.) and within 4.5 miles each side of the Greater Peoria Airport ILS localizer northwest course, extending from the 5-mile radius zone to 17.5 miles northwest of the airport.

Philadelphia, Pa.
Within a 5-mile radius of the center, 39°52'23" N., 75°14'58" W., of Philadelphia International Airport, Philadelphia, Pa.; within a 6-mile radius of the center of the airport extending clockwise from a 265° bearing to a 016° bearing from the airport; within 2.5 miles each side of the Philadelphia International Airport Runway 27R ILS localizer course, extending from the localizer to 6.5 miles east; within 2 miles each side of the Philadelphia International Airport Runway 9R ILS localizer course, extending from the 5-mile radius zone to 2 miles east of the OM; within 2.5 miles each side of the New Castle, Del., VORTAC 055° radial, extending from the 5-mile radius zone to 18.5 miles northeast of the VORTAC.

Philipsburg, Pa.
Within a 5-mile radius of the center, 40°53'00" N., 78°05'15" W., of Mid-State Airport, Philipsburg, Pa., extending clockwise from a 248° bearing to a 031° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 031° bearing to a 098° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 098° bearing to a 187° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 187° bearing to a 248° bearing from the airport; and within 4 miles each side of a 327° bearing from a point 40°53'09" N., 78°05'06"W., extending from said point to a point 8.5 miles northwest.

Phoenix, Ariz. (Deer Valley)
Within a 3-mile radius of Deer Valley Airport (latitude 33°41'13" N., longitude 112°04'57" W.). This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously established as published in the Airport/Facility Directory.

Phoenix-Litchfield, Ariz.
Within a 4-mile radius of Phoenix-Litchfield Airport (latitude 33°25'25" N., longitude 112°22'30" W.), excluding the portion within the Phoenix, Ariz. (Luke Air Force Base) control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Phoenix, Ariz. (Luke AFB)
Within a 5-mile radius of Luke AFB (latitude 33°32'05" N., longitude 112°22'55" W.) within 2 miles each side of the Luke TACAN 058° radial, extending from the 5-mile radius zone to 6 miles northeast of the TACAN, and within 2 miles each side of the Luke TACAN 209° radial, extending from the 5-mile radius zone to 6.5 miles southwest of the Luke TACAN. This control zone is effective from 0600 to 0000 hours local time daily.

Phoenix, Ariz. (Sky Harbor Airport)
Within a 5-mile radius of Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.); and within 2 miles each side of the Phoenix VORTAC 090° and 270° radials, extending from the 5-mile radius zone to 2 miles E and 13 miles W of the VORTAC.

Pierre, S. Dak.
Within a 5-mile radius of the Pierre Municipal Airport (latitude 44°22'50" N., longitude 100°17'15" W.); and within 1 mile each side of the Pierre ILS localizer northwest course extending from the 5-mile radius zone to 6 miles northwest of the airport.

Pine Belt, Miss.
Within a 5-mile radius of Pine Belt Regional Airport (lat. 31°28'03"N., long. 89°20'11.6"W.). This control zone is effective from 0530 to 1430 hours and from 1600 to 0100 hours, local time, daily.

Pine Bluff, Ark.
That airspace within a 5-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.) and within 2 miles each side of the Pine Bluff VORTAC 186° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Pittsburgh, Pa. (Allegheny County)
Within a 5-mile radius of the center lat. 40°21'17" N., long. 79°55'48" W. of Allegheny County Airport, Pittsburgh, Pa., and within 3.5 miles each side of the 257° bearing from the Cecil RBN extending from the 5-mile radius zone to 8.5 miles west of the RBN.

Pittsburgh, Pa. (Greater Pittsburgh International Airport)
Within an 8-mile radius of the center, lat. 40°29'37" N., long. 80°13'54" W. of Greater Pittsburgh International Airport, Pittsburgh, Pa.

Plainview, Tex.
Within a 3-mile radius of the Hale County Airport, Plainview, Tex. (latitude 34° 10' 10" N., longitude 101° 43' 00" W.) and within 2 miles each side of the Plainview VOR 034° radial, extending from the 3-mile radius zone to the VOR, from 0600 to 2200 hours local time, daily.

Plattsburgh, N. Y.
Within a 5-mile radius of the center, 44°39'05"N., 73°28'08"W., of Plattsburgh AFB; within a 5-mile radius of the center 44°41'10"N., 73°31'10"W., of Clinton County Airport; within 3 miles each side of the Clinton County Airport ILS localizer south course, extending from the localizer to 3 miles south of the OM; within 1.5 miles each side of the Valcour, N. Y., TACAN 157° radial, extending from the TACAN to 2 miles southeast of the TACAN.

Pocatello, Idaho
Within a 5-mile radius of Pocatello Municipal Airport (latitude 42°54'35" N., longitude 112°35'25" W.), and within 3 miles each side of the Pocatello VORTAC 252° radial, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC;
that airspace within 5 miles each side of the Pocatello VORTAC 225° radial extending from the 5-mile radius to 10½ miles southwest of the VORTAC excluding that airspace within a 1-mile radius of the American Falls Airport (latitude 42°48'00" N., longitude 112°49'30" W.), American Falls, Idaho.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 11/1/79 44 F. R. 60723 (Changed)

Point Barrow, Alaska
Within a 5-mile radius of the Point Barrow AFS Airport (latitude 71°20'21" N., longitude 156°37'45" W.); within a 5-mile radius of the Wiley Post-Will Rogers Memorial Airport (latitude 71°17'11" N., longitude 156°46' 15" W.); within 3 miles each side of the Point Barrow RBN (PTR) 051° bearing extending from the 5-mile radius zone to 10 miles northeast of the RBN (PTR); within 2.5 miles each side of the Wiley RBN (IEY) 090° bearing, extending from the 5-mile radius zone to 10 miles east of the RBN; within 2.5 miles each side of the Wiley RBN (IEY) 226° bearing, extending from the 5-mile radius zone to 10 miles southwest of the RBN; and within 2.5 miles each side of the Wiley RBN (IEY) 270° bearing, extending from the 5-mile radius zone to 10.5 miles west of the RBN.

Point Mugu, Calif.
Within a 5-mile radius of NAS Point Mugu (lat. 34°07'05" N., long. 119°07'20" W.) and within the arc of a 12-mile radius circle centered on the Point Mugu TACAN, extending clockwise from the 200° radial to the 252° radial, excluding the portion within the Oxnard, Calif. (Ventura County Airport), control zone when it is effective.

Pompano Beach, Fla.
Within a 5-mile radius of Pompano Beach Airpark (latitude 26°15'00" N., longitude 80°06'30" W.); within 3 miles each side of Pompano Beach VOR (latitude 26°14'52" N., longitude 80°06'32" W.) 319° radial, extending from the 5-mile radius zone to 5.5 miles northwest of the VOR; excluding the portion southwest of a line 3 miles southwest of and parallel to Pompano Beach VOR 319° radial, and the portion east of Fort Lauderdale Executive Airport, south of a line 1 mile north of and parallel to the extended centerline of Runway 8/26. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Ponca City, Okla.
Within a 5-mile radius of the Ponca City Municipal Airport (lat. 36°43'41"N., long. 97°05'57"W.).

AMENDMENTS 6/14/79 44 F. R. 23820 (Rewritten)

Ponce, P. R.
Within a 5-mile radius of the Mercedita Airport, Ponce, P. R. (latitude 18°00'40" N., longitude 66°33'50" W.); within 3.5 miles each side of the Ponce VOR 111° radial, extending from the 5-mile radius zone to 8½ miles east of the VOR. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Pontiac, Mich.
Within a 5-mile radius of the Oakland-Pontiac Airport (latitude 42°39'53" N., longitude 83°25'01" W.); within 3 miles each side of the Pontiac VORTAC 116° and 272° radials, extending from the 5-mile radius zone to 8.5 miles west of the VORTAC. This control zone is effective from 0600 to 2400 hours local time, daily.

Port Angeles, Wash.
Within a 5-mile radius of Williams R. Fairchild International Airport (latitude 48°07'10"N, longitude 123°29'44"W), including the airspace within 2 miles either side of the Port Angeles VOR 083° radial extending from the 5-mile radius zone to 4 miles east of the VOR. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. Effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Portland, Maine
Within a 5-mile radius of the center (43°38'50" N., 70°18'30" W.) of Portland International Jetport, excluding the portion within a 1-mile radius of Oak Knoll Airport, Scarboro, Maine (43°35'21" N., 70°22'03" W.). This control zone is effective from 0700 to 2300 hours, local time, daily or during the specific dates and times established by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Portland, Oreg.
Within a 5-mile radius of Portland International Airport (lat. 45°35'21" N., long. 122°35'36" W.); within a 5-mile radius of the Portland-Troutdale Airport (lat. 45°33'00" N., long. 122°23'49" W.); within 2 miles each side of the Portland VORTAC 180° radial, extending from the 5-mile radius zone to 3.5 miles south of the VORTAC; within 2.5 miles each side of the Portland runway 10R ILS localizer west course, extending from the 5-mile radius zone to 1 mile west of the OM (lat. 45°37'28" N., long. 122°41'43" W.) and within 3 miles each side of the 119° and 299° bearings from the Lake LOM (lat. 45°32'38" N., long. 122°27'49" W.) extending from the 5-mile radius to 8 miles southeast of the LOM, excluding the portion within the Troutdale control zone when it is effective.

Portsmouth, N. H.
Within a 5-mile radius of Pease AFB, Portsmouth, N. H. (latitude 43°04'40" N., longitude 70°49'25" W.). within 2 miles each side of the centerline of Runway 16 extended from the 5-mile radius zone to 6 miles SE of the end of the runway; within 2 miles each side of the Pease AFB TACAN 142° radial, extending from the 5-mile radius zone to 8 miles SE of the TACAN; within 2 miles each side of the Pease AFB TACAN 332° radial, extending from the 5-mile radius zone to 8 miles NW of the TACAN.

Poughkeepsie, N. Y.
Within a 5-mile radius of the center, 41°37'36" N., 73°52'59" W., of Dutchess County Airport, Poughkeepsie, N. Y., within 3.5 miles each side of the Kingston, N. Y., VORTAC 025° radial, extending from the VORTAC to 9.5 miles northeast of the VORTAC; within 2 miles each side of the Kingston, N. Y., VORTAC 230° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC;
and within 3.5 miles each side of the Kingston, N. Y., VORTAC 050° radial, extending from the VORTAC to 10.5 miles northeast of the VORTAC.

Prescott, Ariz.
Within a 6-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.).

Presque Isle, Maine
Within a 5-mile radius of Northern Maine Regional Airport (latitude 46°41'30" N., long. 68°02'30" W.); within 3.5 miles each side of the Presque Isle localizer course extending from the 5-mile radius zone to 10 miles south of the LOM; within 2 miles each side of the Presque Isle VORTAC 158° radial extending from the 5-mile radius zone to the Presque Isle VORTAC. This control zone is effective from 0800 to 2000 hours, local time, Sunday through Friday; 0800 to 1730 hours, local time, Saturday or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Providence, R. I.
Within a 5-mile radius of Theodore Francis Green State Airport, Providence, R. I., (Lat. 41°43'30" N, Long. 71°25'48" W). and within 2 miles either side of the Providence ILS localizer SW course extending from the 5-mile radius zone to the OM.

Pueblo, Colo.
Within a 6-mile radius of Pueblo Memorial Airport (lat. 38°17'30"N., long. 104°30'00"W.); within 2 miles each side of the Pueblo ILS localizer west course extending from the 6-mile radius zone to the LOM; within 4 miles each side of the Pueblo VORTAC 077° radial, extending from the 6-mile radius zone to 9.5 miles east of the VORTAC.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Pullman, Wash.
Within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR 047° radial, extending from the 5-mile zone to the VOR.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Quantico, Va.
Within a 5-mile radius of the center, lat. 38°30'15" N., long. 77°18'15" W., of Quantico MCAS (Turner Field) Quantico, Va.; within 2 miles each side of the Brooke, Va., VORTAC 013° radial, extending from the 5-mile radius zone to 1.5 miles north of the VORTAC and within 3 miles each side of the 183° bearing from the Quantico UHF RBN, extending from the 5-mile radius zone to 8.5 miles south of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Quincy, Ill.
That airspace within a 5-mile radius of Quincy Municipal Airport (latitude 39°56'35" N., longitude 91°11'40" W.), within 2 miles each side of the Quincy VORTAC 034° radial, extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Quincy VORTAC 035° radial extending from the 5-mile radius zone to 12 miles northeast of the airport.

Raleigh, N. C.
Within a 5-mile radius of Raleigh-Durham Airport (latitude 35°52'21" N., longitude 78°47'02" W.); within 3.5 miles each side of Raleigh VORTAC 033°, 127° and 230° radials, extending from the 5-mile radius zone to 10.5 miles northeast, southeast and southwest of the VORTAC.

Rapid City, S. Dak. (Ellsworth AFB)
Within a 5-mile radius of Ellsworth AFB (latitude 44°08'45" N., longitude 103°06'15" W.); and within 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.

Rapid City, S. Dak. (Regional Airport)
Within a 5-mile radius of Rapid City Regional Airport (latitude 44°02'30" N., longitude 103°03'20" W.); within 3 miles each side of the Rapid City VOR 155° and 335° radials, extending from the 5-mile radius zone to 8 miles southeast of the VOR; and within 3 miles each side of the Ellsworth AFB TACAN 129° radial, extending from the Rapid City, S. Dak. (Ellsworth AFB), 5-mile radius zone to 8 miles southeast of the TACAN, excluding the portion north of a line between the INTs of the 5-mile radius zone and the Rapid City, S. Dak. (Ellsworth AFB), 5-mile radius zone.

Rawlins, Wyo.
Within a 5-mile radius of Rawlins Municipal Airport (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 Reading Municipal-General Carl A. Spaatz Field, Reading, Pa., extending clockwise from a 160° bearing to a 030° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 030° bearing to a 160° bearing from the airport; within 4.5 miles each side of the Reading Municipal-General Carl A. Spaatz Field ILS localizer south course, extending from the 5-mile radius zone and 5.5-mile radius zone to 8.5 miles south of the OM; within 4 miles each side of a 161° bearing from a point 40°22'32" N., 75°57'57" W., extending from said point to 8.5 miles south; within 2.5 miles each side of a 301° bearing from a point of 40°23'00"N., 75°58'42"W., extending from said point to 6 miles northwest of said point; within 2 miles each side of a 352° bearing from a point 40°23'06"N., 75°57'48"W., extending from said point to 4.5 miles north of said point.

AMENDMENTS 12/28/78 43 F. R. 49300 (Changed)

Red Bluff, Calif.
Within a 5-mile radius of Bidwell Airport, Red Bluff, Calif. (latitude 40°09'15" N., longitude 122°14'50" W.), and within 2 miles each side of the Red Bluff VORTAC 167° radial, extending from the 5-mile radius zone to 8 miles S of the VORTAC.

Redding, Calif.
Within a 5-mile radius of Redding Municipal Airport (latitude 40°30'35" N., longitude 122°17'30" W.), and within 2 miles west and 4 miles east of the Redding VOR 192° radial extending from the 5-mile radius zone to 8 miles south of the VOR, excluding the portions within a 1-mile radius of Redding Sky Ranch Airport (latitude 40°30'00" N., longitude 122°22'35" W.) and Enterprise Sky Park (latitude 40°34'26" N., longitude 122°19'30" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Redmond, Oreg.
Within a 5-mile radius of Roberts Field, Redmond, Oreg. (latitude 44°15'10" N., longitude 121°08'55" W.), and within 1.5 miles each side of the Redmond VORTAC 269° and 089° radials extending from the 5-mile radius zone to 1 mile west of the VORTAC.

Redwood Falls, Minn.
Within a 5-mile radius of Redwood Falls Municipal Airport (latitude 44°32'45" N., longitude 95°04'45" W.).

Reno, Nev. (Reno Municipal Airport)
Within a 5-mile radius of the Reno Municipal Airport (latitude 39°30'02" N., longitude 119°46'07" W.), and within 2 miles each side of the Reno ILS localizer N course, extending from the 5-mile radius zone to the Sparks, Nev., RBN, and within 2 miles each side of the Reno localizer S course, extending from the 5-mile radius zone to 11 miles S of the airport.

Renton, Wash.
That airspace bounded by a line beginning at latitude 47°32'10" N., longitude 122°12'40" W.; thence clockwise along an arc of a 3-mile radius circle centered on the Renton Municipal Airport (latitude 47°29'35" N., longitude 122°12'50" W.) to latitude 47°27'59" N., longitude 122°09'46" W., to latitude 47°27'38" N., longitude 122°09'24" W., to latitude 47°26'24" N., longitude 122°12'06" 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.

Rhinelander, Wis.
Within a 5-statute-mile radius of the Rhinelander-Oneida County Airport (lat. 45°37'54"N., long. 89°27'35"W. estimated) and within 2½ statute miles each side of the Rhinelander VORTAC 322°T radial extending from the 5-statute-mile radius zone to 6 statute miles northwest of the VORTAC; and within 2 statute miles each side of the Rhinelander VORTAC 058°T radial extending from the 5-mile radius zone to 7 statute miles northeast of the VORTAC; and within 2½ statute miles each side of the Rhinelander VORTAC 229°T radial extending from the 5-statute-mile radius zone to 7 statute miles southwest of the VORTAC; and 3 statute miles each side of the Rhinelander VORTAC 262°T radial extending from the 7-statute-mile extension on the south and from the 6-statute-mile extension on the north to 8½ statute miles west of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 8/9/79 44 F. R. 30078 (Rewritten)

Richland, Wash.
That airspace bounded by a line beginning at lat. 46°15'46"N., long. 119°13'06"W., thence clockwise along an arc of a 5-mile radius circle centered on the Richland Airport (lat. 46°18'30"N., long. 119°18'00"W.) to lat. 46°18'27"N., long. 119°11'43"W., thence counterclockwise via an arc of a 5-mile radius circle centered on the Tri-Cities Airport (lat. 46°15'50"N., long. 119°06'53"W.) to the point of beginning. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Richmond, Va.
Within a 5.5-mile radius of the center, lat. 37°30'16" N., long. 77°19'11" W. of Richard Evelyn Byrd International Airport, Richmond, Va.; within 3.5 miles each side of the Richmond VORTAC 342° radial extending from the 5.5-mile radius zone to 10 miles north of the VORTAC; within 3.5 miles each side of the Richmond VORTAC 359° radial extending from the 5.5-mile radius zone to 10 miles north of the VORTAC; within 3 miles each side of the Richmond VORTAC 065° radial extending from the 5.5-mile radius zone to 8.5 miles northeast of the VORTAC; within 3.5 miles each side of the Richmond VORTAC 134° radial extending from the 5.5-mile radius zone to 10 miles southeast of the VORTAC; and within 2 miles each side of the Richmond VORTAC 137° radial extending from the 5.5-mile radius zone to 10 miles southeast of the VORTAC within 3 miles each side of the Richmond VORTAC 212° radial, extending from the 5.5-mile radius zone to 8.5 miles southwest of the VORTAC.

Riverside, Calif. (March AFB)
Within a five-mile radius of March AFB (lat. 33°52'50"N., long. 117°15'30"W.); within two miles either side of the March AFB TACAN 150° radial extending from the five-mile radius zone to 8.3 miles SE of the TACAN and within two miles either side of the March AFB TACAN 309° radial, extending from the five-mile zone to six miles NW of the TACAN.

Riverside, Calif. (Municipal Airport)
Within a 3-mile radius of the Riverside Municipal Airport (latitude 33°57'05" N., longitude 117°26'30" W.), within 2 miles each side of the Riverside VOR 292° radial, extending from the 3-mile radius zone to 4.5 miles W of the VOR; within 2 miles each side of the Riverside VOR 103° radial, extending from the 3-mile radius zone to 7 miles E of the VOR; and within 2 miles each side of the Riverside VOR 108° radial, extending from the 3-mile radius zone to 5 miles E of the VOR, excluding the portion within a 1-mile radius of the Riverside Fla-Bob Airport (latitude 33°59'20" N., longitude 117°24'35" W.), and the portion that coincides with the Riverside, Calif. (March AFB), control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Riverton, Wyo.
Within a 5-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.) within 2 miles each side of the Riverton VOR 291° radial, extending from the 5-mile radius zone to 8 miles west of the VOR, within 3 miles each side of the Riverton VOR 123° radial, extending from the 5-mile radius zone to 8 miles southeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Roanoke, Va.
Within a 7-mile radius of the center, 37°19'30"N., 79°58'35"W., of the Roanoke Municipal-Woodrum Airport, Roanoke,
Va.; within an 8-mile radius of the center of the airport, extending clockwise from a 237° bearing to a 258° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 258° bearing to a 302° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 302° bearing to a 336° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 336° bearing to a 007° bearing from the airport and within 2.5 miles each side of the Roanoke Municipal-Woodrum Airport ILS localizer southeast course, extending from the localizer to 2 miles southeast of the OM; within 4 miles each side of the Roanoke Municipal Airport LDA Runway 5 course, extending from the OM to 4 miles southwest of the OM.

Rochester, Minn.
Within a 5-mile radius of Rochester Municipal Airport (latitude 43°54'25" N., longitude 92°29'45" W.); within 2 miles each side of the Rochester ILS localizer southeast course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the Rochester VORTAC 029° radial, extending from 1 mile northeast of the VORTAC to 15 miles northeast of the VORTAC.

Rochester-Monroe County Airport, N. Y.
Within a 5.5-mile radius of the Rochester-Monroe County Airport, N. Y., (lat. 43°07'11"N., long. 77°40'18"W.); within 3.5 miles each side of the Rochester VORTAC 214° radial extending from the 5.5-mile radius zone to 9 miles southwest of the VORTAC; within 3 miles each side of the Rochester VORTAC 280° radial, extending from the 5.5-mile radius zone to 8.5 miles west of the VORTAC; within 2 miles each side of the Rochester ILS localizer east course, extending from the 5.5-mile radius zone of the LOM.

AMENDMENTS 10/4/79 44 F. R. 47323 (Rewritten)

Rockford, Ill.
Within a 5-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 2 miles each side of the Rockford ILS localizer S course, extending from the 5-mile radius zone to the OM, and within 2 miles each side of the Rockford VORTAC 117° radial, extending from the 5-mile radius zone to the VORTAC.

Rock Springs, Wyo.
Within a 5.5-mile radius of the Rock Springs-Sweetwater County Airport (lat. 41°35'45"N., long. 109°04'00"W.); within 3 miles each side of the Rock Springs ILS localizer east course, extending from the 5.5-mile radius zone to 9 miles east of the Thaer LOM (lat. 41°35'49"N., long. 108°58'09"W.); within 3.5 miles each side of the Rock Springs VORTAC 102° radial, extending from the 5.5-mile radius zone to 11.5 miles east of the VORTAC, and within 5 miles each side of the Rock Springs VORTAC 277° radial, extending from the 5.5-mile radius zone to 18 miles west of the VORTAC.

Rocky Mount, N. C.
Within a 5-mile radius of Rocky Mount-Wilson Airport (lat. 35°51'17" N., long. 77°53'34" W.).
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Rome, N. Y.
Within a 5-mile radius of the center, 43°13'45" N., 75°25'00" W., of Griffiss AFB, Rome, N. Y., and within 2 miles each side of bearing 135°/315° from a point 43°10'08" N., 75°19'08" W. extending from the 5-mile radius zone to 6 miles southeast of said point; within 2 miles each side of the Griffiss TACAN 306° radial extending from the 5-mile radius zone to 8 miles NW of the TACAN; within 2 miles each side of a bearing 142° from the Rome, N. Y., ILS OM, extending from the OM to 4 miles SE of the OM.

Roosevelt Roads, P. R.
Within a 5-mile radius of NS Roosevelt Roads (lat. 18°15'05" N., long. 65°38'35" W.); within 3 miles each side of the 052° bearing from Roosevelt Roads RBN, extending from the 5-mile radius zone to 8.5 miles northeast of the RBN.

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.

Russell, Kans.
Within a 5-mile radius of Russell Municipal Airport (latitude 38°52'20" N., longitude 98°48'45" W.).

Sacramento, Calif. (Mather AFB)
Within a 5-mile radius of Mather AFB (latitude 38°33'10" N., longitude 121°18'05" W.) within 2 miles each side of the Mather TACAN 048° radial, extending from the 5-mile radius zone to 7 miles northeast of the TACAN, excluding the portion subtended by a chord drawn between the points of intersection of the Mather AFB 5-mile radius zone with the Sacramento, Calif. (McClellan AFB) 5-mile radius zone.

Sacramento, Calif. (McClellan AFB)
Within a 5-mile radius of McClellan AFB (latitude 38°39'45" N., longitude 121°24'10" W.), excluding the portion subtended by a chord drawn between the points of intersection of the McClellan AFB 5-mile radius zone with the Sacramento, Calif. (Mather AFB) 5-mile radius zone.

Sacramento, Calif. (Sacramento Metropolitan Airport)
That airspace within a 5-mile radius of the Sacramento Metropolitan Airport (latitude 38°41'43" N., longitude 121°36'01" W.), and within 2 miles each side of the Sacramento Metropolitan Airport localizer (latitude 38°40'32" N., longitude 121°36'02" W.) N and S courses, extending from the 5-mile radius zone to 6 miles north and south of the airport; and including that airspace adjoining the McClellan AFB and Sacramento Municipal Airport control zones between latitude 38°41'43" N. and the Sacramento VORTAC 351° T radial.

Sacramento, Calif. (Sacramento Municipal)
Within a 5-mile radius of Sacramento Municipal Airport (latitude 38°30'45" N., longitude 121°29'35" W.), within 2 miles each side of the Sacramento VORTAC 033° radial, extending from the 5-mile radius zone SW to the VORTAC and that airspace NE of the Sacramento Municipal Airport, extending from the Sacramento Municipal 5-mile radius zone to the McClellan AFB and Mather AFB 5-mile radius zones, bounded on the SE by the Sacramento 064° radial and on the NW by a line 2 miles NW of and parallel to the Sacramento 033° radial.

Saginaw, Mich.
That airspace within a 5-mile radius of Tri-City Airport (latitude 43°31'55" N., longitude 84°04'50" W.) and within 2½ miles each side of the Saginaw, Mich. VORTAC 030°, 146°, 233°, and 310° radius extending from the 5-mile radius zone to 6½ miles northeast, southeast, southwest, and northwest of the VORTAC.

St. Charles, Ill.
Within a 3-mile radius of Du Page County Airport, St. Charles, Ill. (latitude 41°54'45" N., longitude 88°14'35" W.); and within 2 miles either side of the Du Page VOR 069° radial, extending from the 3-mile radius zone to the VOR.

St. Joseph, Mo.
Within a 5-mile radius of the Rosecrans Memorial Airport (latitude 39°46'23" N., longitude 94°54'31" W.); within 2 miles each side of the St. Joseph ILS localizer S course, extending from the 5-mile radius zone to the OM; and within 2 miles each side of the St. Joseph VORTAC 175° radial, extending from the 5-mile radius zone to the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

St. Louis, Mo.
Within a 5-mile radius of St. Louis International Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 2 miles each side of the St. Louis International Airport Runway 24 ILS localizer southwest course, extending from the 5-mile radius zone to 10½ miles southwest of the OM; within 2 miles each side of the St. Louis VORTAC 142° radial; extending from the 5-mile radius zone to 7 miles northwest of the northwest end of the St. Louis International Airport Runway 12R; within 2 miles each side of the St. Louis International Airport Runway 12R ILS localizer northwest course, extending from the 5-mile radius zone to the Runway 12R OM; and within 2 miles each side of the St. Louis International Airport Runway 12R ILS localizer southeast course, extending from the 5-mile radius zone to 6 miles southeast of the Runway 12R localizer.

St. Paul, Minn.
Within a 5-mile radius of St. Paul Downtown Airport (Holman Field) latitude 44°56'10" N., longitude 93° 03'40" W.), excluding the portion which overlies the Minneapolis, Minn., control zone and excluding the area within a 1-mile radius of South St. Paul Municipal Airport (Fleming Field) (latitude 44°51'25" N., longitude 93° 01'55" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

St. Petersburg, Fla.
Within a 5-mile radius of St. Petersburg Clearwater International Airport (lat. 27°54'33" N., long. 82°41' 19" W.); within 2.5 miles each side of St. Petersburg VORTAC 343° radial, extending from the 5-mile radius zone to 6 miles northwest of the VORTAC.

St. Petersburg, Fla. (Albert-Whitted Airport)
Within a 5-mile radius of the Albert-Whitted Airport (lat. 27°45'53" N., long. 82°37'39" W.); within 1.5 miles each side of the St. Petersburg VORTAC 159° radial, extending from the 5-mile radius zone to 1 mile south of the VORTAC, excluding the portion within the St. Petersburg and MacDill AFB control zones. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Saipan Island
Within a 5-mile radius of Saipan International Airport (lat. 15°07'13"N., long. 145°43'49"E.) and within 3 miles each side of the Saipan RBN (lat. 15°06'46" N., long. 145°42'42" E.) 265° bearing, extending from the 5-mile radius zone to 8.5 miles west of the RBN, and within 2 miles each side of the extended centerline of the east/west runway, extending from the 5-mile radius zone to 7.5 miles east of Saipan International Airport. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Pacific Chart Supplement.

Salem, Oreg.
Within a 5 mile radius of McNary Field, Salem, Oregon. Latitude 44°54'35"N., Longitude 123°00'05"W., and within 2 miles each side of the Salem ILS localizer E course, extending from the 5 mile radius zone to the LOM; within 4 miles each side of the Salem ILS localizer W course, extending from the 5 mile radius zone to 15 miles west of the airport.

Salina, Kans.
Within a 5-mile radius of Salina Municipal Airport (latitude 38°47'40" N., longitude 98°39'30" W.); within 1½ miles each side of the Salina VORTAC 192° radial, extending from the 5-mile radius zone to the VORTAC and within 2 miles each side of the Salina ILS localizer S course, extending from the 5-mile radius zone to 2½ miles N of the OM.

Salinas, Calif.
Within a 5-mile radius of the Salinas Municipal Airport (latitude 36°39'40" N., longitude 121°36'20" W.), and within 2 miles NE and 3 miles SW of the Salinas VORTAC 319° radial, extending from the 5-mile radius zone to 6 miles NW of the VORTAC, excluding the portion within the Fort Ord, Calif., control zone.

Salisbury, Md.
Within a 5-mile radius of the center, lat. 38°20'21" N., long. 75°30'41" W. of Salisbury-Wicomico County Airport, Salisbury, Md.; within 3.5 miles each side of the Salisbury VORTAC 209° radial, extending from the 5-mile radius zone to 10.5 miles southwest of the VORTAC; within 3.5 miles each side of the Salisbury VORTAC 052° radial, extending from the 5-mile radius zone to 9.5 miles northeast of the VORTAC; within 1 mile each side of the Salisbury-Wicomico County Airport localizer northwest course, extending from the 5-mile radius zone to 5.5 miles northwest of the localizer; and within 3.5 miles each side of the Salisbury VORTAC 132° radial, extending from the 5-mile radius zone to 10.5 miles southeast of the VORTAC.

Salt Lake City, Utah
Within a 5-mile radius of the Salt Lake International Airport (latitude 40°47'10" N., longitude 111°58'00" W.) and within 2.5 miles each side of the Salt Lake City VORTAC 003° radial extending from the 5-mile radius zone to 2 miles north of the VORTAC.

San Angelo, Tex.
Within a 5-mile radius of Mathis Field, San Angelo, Tex., (latitude 31°21'35" N., longitude 100°29'40" W.); within 2 miles each side of the San Angelo VOR 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 2 miles north of the 5-mile radius zone; and within 2 miles each side of the Kelly AFB TACAN 341° radial extending from the 5-mile radius zone to the TACAN.

San Antonio, Tex. (Randolph AFB)
That airspace within a 5-mile radius of Randolph AFB (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 Pettis NDB, excluding the portion within a 1-mile radius of the Redlands, Calif., Municipal Airport latitude 34°05'05"N., longitude 117°08'35"W.).

San Carlos, Calif.
Within a 3-mile radius of the San Carlos Airport (latitude 37°30'40" N., longitude 122°14'50" W.). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

San Clemente Island, Calif.
Within a 5-mile radius of NALF San Clemente (latitude 33°01'20" N., longitude 118°35'15" W.) extending upward from the surface to and including 5,000 feet MSL, excluding that airspace beyond 3 NM from and parallel to the shoreline. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

San Diego, Calif. (Brown Field)
Within a 3-mile radius of Brown Field Municipal Airport (latitude 32°34'22" N., longitude 116°58'47" W.), excluding that airspace west of longitude 117°01'00" W., and south of the United States/Mexican Border. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

San Diego, Calif. (Lindbergh Field)
Within a 5-mile radius of Lindbergh Field, San Diego, Calif. (latitude 32° 43' 58" N., longitude 117° 11' 14" W.); and within 2 miles each side of the Lindbergh ILS localizer E course, extending from the 5-mile radius zone to 7 miles east of the airport, excluding the portion S of a line extending from latitude 32°43'22" N., longitude 117°16'20"
W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32° 41' 02" N., longitude 117° 07' 25" W.; and the portion N of latitude 32° 47' 00" N.

San Diego, Calif. (Montgomery Field)
Within a 3-mile radius of Montgomery Field (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 Airport/Facility Directory.

San Diego, Calif. (NAS North Island)
Within a 5-mile radius of NAS North Island (latitude 32° 42' 00" N., longitude 117° 12' 35" W.); within the arc of a 10-mile radius circle centered on the North Island TACAN, extending clockwise from a line 2 miles N of and parallel to the TACAN 120° radial to the 162° radial, excluding the portion N of a line from latitude 32° 43' 22" N., longitude 117° 17' 20" W., to latitude 32° 43' 22" N., longitude 117° 12' 23" W., to latitude 32°41'02" N., longitude 117°07'25" W., and the portion within the NAS Imperial Beach, Calif., control zone.

San Diego, Calif. (San Diego County-Gillespie Field)
Within a 3-mile radius of San Diego-Gillespie Field (latitude 32°49'26" N., longitude 116°58'18" W.) and within 1 mile each side of a 102° bearing from the end of Runway 27R, extending from the 3-mile radius zone to 5 miles east of the airport. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Sanford, Fla.
Within a 5-mile radius of Sanford Airport (lat. 28°46'30"N., long. 81°14'25"W.); within 3 miles each side of the 259° bearing from the Sanford RBN (lat. 28°47'05"N., long. 81°14'36"W.), extending from the 5-mile radius zone to 8.5 miles west of the RBN. This control zone is effective from 0800 to 2100 hours, local time, daily.

San Francisco, Calif.
Within a 7-mile radius of the San Francisco International Airport (Lat. 37°37'07" N, Long. 122°22' 35" W, including the airspace bounded on the SW by the San Francisco 7-mile radius zone and on the N and NE by the Oakland and NAS Alameda control zones, excluding the portion within the Oakland control zone.

San Jose, Calif.
Within a 5-mile radius of San Jose Municipal Airport (latitude 37°21'35" N., longitude 121°55'30" W.), excluding the portion NW of a line from latitude 37°25'45" N., longitude 121°56'35" W. to latitude 37°19'30" N., longitude 122°00'10" W.

San Jose, Calif. (Reid-Hillview Airport)
That airspace within a 3-mile radius of the Reid-Hillview Airport (latitude 37°19'55" N., longitude 121° 49'10" W.), excluding that portion within the San Jose control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

San Juan, P. R. (International Airport)
Within a 5-mile radius of Puerto Rico International Airport (lat. 18°26'48" N., long. 66°00'07" W.); within a 3-mile radius of Isla Grande Airport (lat. 18°27'33" N., long. 66°05'55" W.); within 5 miles each side of the San Juan VORTAC 058° radial, extending from the VORTAC to 13 miles northeast of the VORTAC; within 3.5 miles each side of the San Juan VORTAC 086° radial, extending from the 5-mile radius zone to 11 miles east of the VORTAC; within 2 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of the San Pat RBN.

San Luis Obispo, Calif.
Within a 5-mile radius of the San Luis Obispo County Airport (lat. 35°14'11"N., long. 120°38'26"W.) and within 2 miles each side of the San Luis Obispo County localizer course extending from the 5-mile radius zone to the outer marker. This control zone is effective from 0500 to 2330 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

AMENDMENTS 6/14/79 44 F. R. 30078 (Added)

San Nicolas Island, Calif. (San Nicolas Island OLF)
Within a 5-mile radius of the San Nicolas Island Outlying Field (lat. 33°13'30"N., long. 119°27'50"W.) and within one mile each side of the 135° and 315° bearings from the Navy San Nicolas Island NDB (lat. 33° 14'10"N., long. 119°26'56"W.) extending from 7 miles southeast to 7 miles northwest of the NDB. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Santa Ana, Calif. (Orange County Airport)
Within a 5-mile radius of Orange County Airport (latitude 33°40'32" N., longitude 117°52'15" W.) and within a 5-mile radius of MCAS Santa Ana (latitude 33°42'22" N., longitude 117°49'35" W.) excluding the portion within a 1-mile radius of Mile Square MCOLF, that portion east of a line extending from latitude 33°43'55" N., longitude 117°47'00" W. to latitude 33°36'10" N., longitude 117°50'20" W. and that portion within the Santa Ana, Calif. (MCAS) control zone when it is effective. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Santa Barbara, Calif.
Within a 5-mile radius of Santa Barbara Municipal Airport (latitude 34°25'35" N., longitude 119°50'20" W.); within 2 miles each side of the Santa Barbara ILS localizer west course, extending from the 5-mile radius zone to the OM.

Santa Fe, N. Mex.
Within a 6.5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05' 25" W.).
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Santa Maria, Calif.
Within a 5-mile radius of Santa Maria Public Airport (lat. 34°53'55"N., long. 120°27'20"W.); within 1.5 miles each side of the Santa Maria VOR 133° radial, extending from the 5-mile radius zone to 11.5 miles southeast of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 8/16/79 44 F. R. 47925 (Changed) Corr: 44 F. R. 54991

Santa Monica, Calif.
Within a 3-mile radius of Santa Monica Municipal Airport (latitude 34°00'57" N., longitude 118°27'00" W.); within 2 miles each side of the Santa Monica VOR 231° radial, extending from the 3-mile radius zone to 3 miles SW of the VOR; within 2 miles each side of the Santa Monica VOR 056° radial, extending from the 3-mile radius zone to 5 miles NE of the VOR, excluding the portion S of a line extending from latitude 34°00'43" N., longitude 118°23'30" W., to latitude 33°58'03" N., longitude 118°28'58" W. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and time will thereafter be continuously published in the Airport/Facility Directory.

Santa Rosa, Calif.
Within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.) and within a 1-mile radius of Santa Rosa Coddington Airport (latitude 38°28'30" N., longitude 122°44'25" W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Saranac Lake, N. Y.
Within a 7-mile radius of the center of Adirondack Airport (lat. 44°23'03"N., long. 74°12'21"W.); within 4 miles each side of the Saranac Lake, N. Y., VOR 231° radial extending from the 7-mile radius zone to 9.5 miles southwest of the Saranac Lake VOR within 4 miles each side of the Saranac Lake VOR 028° radial extending from the 7-mile radius zone to 17 miles northeast of the Saranac Lake VOR within 4 miles each side of the Saranac Lake, N. Y., ILS localizer northeast course extending from the 7-mile radius zone to 9 miles northeast of Briel, N. Y., LOM (lat. 44°28'36"N., long. 74°07'28"W.). This temporary control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 10/4/79 44 F. R. 50820 (Added)

Sarasota, Fla.
Within a 5-mile radius of Sarasota-Bradenton Airport (lat. 27°23'47" N., long. 82°33'15" W.); within 3 miles each side of Sarasota VORTAC 050° and 302° radials, extending from the 5-mile radius zone to 8.5 miles northeast and northwest of the VORTAC; within 5 miles each side of Sarasota VORTAC 142° radial, extending from the 5-mile radius zone to 8.5 miles southeast of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Sault Ste. Marie, Mich.
Within a 5-statute-mile radius of the Chippewa County International Airport (lat. 46°14'52"N., long. 84° 28'15"W. estimated). This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 11/29/79 44 F. R. 58684 (Rewritten)

Sault Ste. Marie, Mich. (Municipal Airport)
Within the United States within a 5-mile radius of Sault Ste. Marie Municipal Airport (latitude 46°28'40" N., longitude 84°21'55" W.), and within 2 miles each side of the 129° bearing from the Sault Ste. Marie RBN extending from the 5-mile radius zone to 8 miles SE of the RBN excluding the portion W of a line between the INTs of the 5-mile radius and the Sault Ste. Marie, Ontario, Canada, control zone.

Sault Ste. Marie, Ontario, Canada
Over the United States, within a 5-statute-mile radius of the Sault Ste. Marie, Ontario Airport (lat. 46° 29'N., long. 84°31'W. estimated) and within 1.75 statute miles north of the 108°T bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 5.5 statute miles southeast, and within 1.75 statute miles each side of the 118°T bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 11 statute miles southeast, and within 1.75 statute miles each side of the 293°T bearing from the geographical center of the airport extending from the 5-statute-mile radius zone to 5.5 statute miles northeast.

AMENDMENTS 11/29/79 44 F. R. 58684 (Rewritten)

Savannah, Ga.
Within a 5-mile radius of Savannah Municipal Airport (lat. 32°07'35" N., long. 81°12'05" W.); within a 5-mile radius of Hunter AAF (lat. 31°00'35" N., long. 81°08'45" W.).

Schenectady, N. Y.
Within a 5-mile radius of the center 42°51'15" N., 73°55'55" W. of Schenectady County Airport, Schenectady, N. Y.; within 2.5 miles each side of a 037° bearing from the Hunter REN (42°51'13" N., 73°56'07" 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.

Scottsbluff, Nebr.
Within a 5-mile radius of the Scottsbluff County Airport (lat. 41°52'40"N., long. 103°35'47"W.); and within 2 miles each side of the Scottsbluff VORTAC 259° radial extending from the 5-mile radius zone to the VORTAC; and within 2 miles each side of the ILS localizer northwest course extending from the 5-mile radius zone to 7 miles northwest of the airport; and within 4.5 miles each side of the Scottsbluff VORTAC 256° radial extending from the 5-mile radius zone to 15.5 miles west of the VORTAC.

AMENDMENTS 12/28/78 43 F. R. 51007 (Rewritten)

Scottsdale, Ariz.
Within a 5-mile radius of the Scottsdale Airport (latitude 33°37'05" N., longitude 111°54'55" W.). This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously established and published in the Airport/Facility Directory.

Seattle, Wash. (King County International Airport (Boeing Field))
That airspace bounded by a line beginning at latitude 47°34'10" N., longitude 122°12'40" W., to latitude 47°32'10" N., longitude 122°12'40" W., thence clockwise via an arc of a 3-mile radius circle centered on Renton Municipal Airport (latitude 47°29'35" N., longitude 122°12'50" W.) to latitude 47°27'59" N., longitude 122° 09'46" W., to latitude 47°27'38" N., longitude 122°09'24" W., to latitude 47°26'24" N., longitude 122° 12'06" W., thence counterclockwise via an arc of a 5-mile radius circle centered on Seattle-Tacoma International Airport (latitude 47°26'50" N., longitude 122°18'30" W.) to latitude 47°27'00" N., longitude 122°11'50" W., to latitude 47°28'09" N., longitude 122°13'33" W., to latitude 47°29'20" N., longitude 122°13'33" W., to latitude 47°29' 20" N., longitude 122°23'10" W., thence clockwise along an arc of a 5-mile radius circle centered on King County International Airport (Boeing Field) latitude 47°31'45" N., longitude 122°18'00" W.) to point of beginning; within 2 miles each side of the 150° bearing from the Magnolia LOM, extending from the 5-mile radius arc to 2 miles southeast of the Magnolia LOM, excluding the portion within the Seattle, Wash. (Seattle-Tacoma International Airport), control zone, and the portion within the Renton, Wash., control zone when the Renton control zone is effective.

Seattle, Wash. (Seattle-Tacoma International Airport)
That airspace bounded by a line beginning at latitude 47°29'20" N., longitude 122°13'33" W., thence to latitude 47°28'09" N., longitude 122°13'33" W., thence to latitude 47°27'00" N., longitude 122°11'50" W., thence clockwise along the arc of a 5-mile radius circle centered on Seattle-Tacoma International Airport (latitude 47°26'50" N., longitude 122°18'30" W.) to latitude 47°29'20" N., longitude 122°23'10" W., thence to point of beginning, and within 2 miles each side of the 360° bearing from the Seattle-Tacoma ILS LOM, extending from the 5-mile radius arc to the LOM.

Shemya, Alaska
Within a 5-mile radius of the Shemya Airport (latitude 52°42'50" N., longitude 174°06'57" E.); within 2 miles each side of the 104° bearing from the Shemya 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.

Sheridan, Wyo.
Within a 5-mile radius of the Sheridan County Airport (latitude 44°46'25" N., longitude 106°58'15" W.); within 4 miles each side of the Sheridan VORTAC 312° and 327° radials, extending from the 5-mile radius zone to 11.5 miles northwest of the VORTAC; and within 4 miles each side of the Sheridan VORTAC 140° radial extending from the 5-mile radius zone to 24½ miles southeast of the VORTAC.

Shreveport, La. (Barksdale AFB)
That airspace within a 5-mile radius of Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.); within 2 miles each side of the Elm Grove VOR 330° radial extending from the 5-mile radius zone to 0.5 of a mile NW of the VOR; within 2 miles each side of the Barksdale TACAN 148° radial extending from the 5-mile radius zone to 7.5 miles SE of the TACAN; excluding the portion within the Shreveport, La. (Shreveport Regional Airport) control zone and excluding the portion within the Shreveport, La. (Downtown Airport), control zone.

Shreveport, La. (Downtown Airport)
That airspace within a 5-mile radius of Shreveport Downtown Airport (latitude 32°32'25" N., longitude 93°44'40" W.), and within 2 miles each side of the Shreveport Downtown VOR 313° radial extending from the 5-mile radius zone to 5.5. miles NW of the VOR, excluding the portion SE of a direct line between the two intersecting points of a 5-mile radius circle centered on Downtown Airport and Barksdale AFB (latitude 32°30'05" N., longitude 93°39'45" W.) and the portion within the Shreveport, La. (Shreveport Regional Airport) control zone.

Shreveport, La. (Shreveport Regional Airport)
That airspace within a 5-mile radius of the Shreveport Regional Airport (latitude 32°26'45" N., longitude 93°49'25" W.); and within 2 miles each side of the Greater Shreveport ILS localizer SE course, extending from the 5-mile radius zone to 6 miles SE of the airport.

Sidney, Nebr.
Within a 5-mile radius of Sidney Municipal Airport (lat. 41°05'55" N., long. 102°58'55" W.); within 2 miles each side of the Sidney VORTAC 128° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; and within 2 miles each side of the Sidney VORTAC 321° radial, extending from the 5-mile radius zone to 8 miles northwest of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Silver City, N. Mex.
Within a 6.5-mile radius of the Silver City-Grant County Airport (lat. 32°37'56"N., long. 108°09'15"W.) and within 3 miles either side of the Silver City VORTAC 140° radial extending from the 6.5-mile radius zone to 8.5 miles southeast of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 11/29/79 44 F. R. 54990 (Rewritten)

Simmons Army Air Field, N. C.
Within a 5-mile radius of Simmons AAF (latitude 35°07'55" N., longitude 78°56'06" W.); within 3 miles each side of Simmons VOR 085° radial, extending from the 5-mile radius zone to 8.5 miles east of the VOR; excluding the portion northwest of a line extending from latitude 35°11'15" N., longitude 78°56'05" W. to latitude 35°05'55" N., longitude 79°00'50" W.

Sioux City, Iowa
Within a 5-mile radius of Sioux City Municipal Airport (lat. 42°24'03"N., long. 96°22'55"W.) and within 2½ miles each side of the Sioux City VORTAC 140° radial, extending from the 5-mile radius zone to 6 miles southeast of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 2/22/79 43 F. R. 6430 (Rewritten)

Sioux Falls, S. Dak.
Within a 5-mile radius of Joe Foss Field (latitude 43°34'55" N., longitude 96°44'35" W.); within 2 miles each side of the Sioux Falls VORTAC 156° radial extending from the 5-mile radius zone to 10 miles southeast of the VORTAC.

Sitka, Alaska
Within a 5-mile radius of the Sitka Airport (lat. 57°02'55" N., long. 135°21'45" W.); within 2 miles each side of the Biorka Island VORTAC 029° and 209° radials, extending from the 5-mile radius zone to 2 miles southwest of the VORTAC; within 2 miles each side of the Sitka RBN 027° and 207° bearings, extending from the 5-mile radius zone to 2 miles southwest of the RBN; and within 2.5 miles each side of the localizer northwest course, extending from the 5-mile radius zone to 14 miles northwest of the localizer.

PENDING AMENDMENT
Smyrna, Tenn.
Within a 5-mile radius of Smyrna Airport (lat. 36°00'32"N., long. 86°31'12"W.); excluding the portion within the Nashville, Tenn., Control Zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 1/24/80 44 F. R. 62883 (Added)

South Bend, Ind.
Within a 5-mile radius of Michiana Regional Airport, South Bend, Ind. (Lat. 41°42'15" N., Long. 86°18' 50" W).

South Weymouth, Mass.
Within a 5-mile radius of South Weymouth NAS (latitude 42°08'55" N., longitude 70°56'25" W.); within 2 miles each side of the 337° bearing from the South Weymouth RBN extending from the 5-mile radius zone to the RBN; within 2 miles each side of the South Weymouth TACAN 165° radial extending from the 5-mile radius zone to 6 miles S of the TACAN; and within 2 miles each side of the South Weymouth TACAN 073° radial extending from the 5-mile radius zone to 6 miles E of the TACAN.
This control zone is effective from 0700-2300 hours, local time, Tuesday through Sunday.

AMENDMENTS 3/15/79 44 F. R. 15652 (Changed)

Spartanburg, S. C.
Within a 5-mile radius of Spartanburg Downtown Memorial Airport (latitude 34°54'55" N., longitude 81°57'32" W.); within 2 miles each side of Spartanburg VORTAC 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.

Spokane, Wash. (Fairchild AFB)
Within a 5-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.); within 2 miles each side of the Runway 23 extended centerline, extending from the 5-mile radius zone to 4 miles southwest of the liftoff end of Runway 23; and within 4 miles northwest and 4.5 miles southeast of the Spokane VORTAC 048° and 228° radials extending from 3 miles northeast to 8 miles southwest of the VORTAC, excluding the portion east of a line extending from latitude 47°30'19" N., longitude 117°34'45" W., to latitude 47°40'57" N., longitude 117°36'00" W.

Spokane, Wash. (Felts Field)
That airspace within a 5-mile radius of Felts Field (latitude 47°41'00" N., longitude 117°19'20" W.); within 2 miles northwest and 4.5 miles southeast of the Spokane VORTAC 060° radial, extending from the 5-mile radius zone to 11 miles northeast of the VORTAC, and within 2 miles each side of the 086° bearing from the Fort LOM, extending from the 5-mile radius zone to the LOM, excluding the portion within the Spokane, Wash. (International) control zone.

Spokane, Wash. (International)
Within a 5-mile radius of the Spokane International Airport (latitude 47°37'35" N., longitude 117°32'05" W.), within 2 miles each side of the Runway 21 centerline extended, extending from the 5-mile radius zone to 6 miles southwest of the lift-off end of Runway 21, and within 2 miles northwest and 4.5 miles southeast of the Spokane VORTAC 060° radial, extending from the VORTAC to 11 miles northeast of the VORTAC, excluding the portion west of a line extending from latitude 47°30'19" N., longitude 117°34'45" W., to latitude 47°40'57" N., longitude 117° 36'00" W.

Springfield, Ill.
That airspace within a 5-mile radius of Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.); within 2 miles each side of the Capital ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Capital VORTAC 040° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; within 2 miles each side of the Capital VORTAC 036° radial, extending from the 5-mile radius zone to 7 miles northeast of the VORTAC; and within 2 miles each side of the Capital VORTAC 058° radial, extending from the 5-mile radius zone to 8 miles northeast of the VORTAC.

Springfield, Mo.
Within a 5-mile radius of the Springfield Municipal Airport (latitude 37° 14' 35" N., longitude 93° 23' 20" W.) and within 2 miles W and 2.5 miles E of the Springfield VORTAC 200° radial, extending from the 5-mile radius zone to the VORTAC.

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. This control zone is effective from 0430 to 2230 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Sumter, S. C.
Within a 5-mile radius of Shaw AFB (lat. 33°58'15" N., long. 80°28'19" W.); within 1.5 miles each side of Shaw AFB TACAN 033° radial, extending from the 5-mile radius zone to 6.5 miles northeast of the TACAN: within 2 miles east side of Shaw AFB TACAN 215° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the TACAN.

Syracuse, N. Y.
Within a 5-mile radius of the center, latitude 43°06'50" N., longitude 76°06'35" W., of Syracuse Hancock International Airport extending clockwise from a 200° bearing to a 160° bearing from the airport; within a 6.5-mile radius of the center of the airport extending clockwise from a 160° to a 200° bearing from the airport; within 2.5 miles each side of the Syracuse Hancock International Airport Runway 10 ILS localizer back course extending from the localizer to a point 5 miles west of the localizer and within 1.5 miles each side of the Syracuse VORTAC 300° radial extending from the 5-mile radius area to the VORTAC excluding that airspace within a 0.5-mile radius of the center, lat. 43°10'45" N., long. 76°07'30" W. of Michael Field, Cicero, N. Y.

Tacoma, Wash. (McChord AFB)
Within a 5-mile radius of McChord AFB (latitude 47°08'20" N., longitude 122°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 Airport/Facility Directory.

Talkeetna, Alaska
Within a 5-mile radius of Talkeetna Airport (latitude 62°19'20" N., longitude 150°05'20" W.). This control zone is effective from 0800 to 2400 hours local time daily, or during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Tallahassee, Fla.
Within a 5-mile radius of Tallahassee Municipal Airport (lat. 30°23'59" N., long. 84°21'22" W.); within 1.5 miles each side of the Tallahassee VORTAC 175° radial, extending from the 5-mile radius zone to 1.5 miles south of the VORTAC; within 1 mile each side of the ILS localizer north course extending from the 5-mile radius zone to 1.5 miles south of the Joseph Intersection.

Tampa, Fla. (International Airport)
Within a 5-mile radius of Tampa International Airport (lat. 27°58'59" N., long. 82°31'38" W.); within 1.5 miles each side of St. Petersburg VORTAC 064° radial, extending from the 5-mile radius zone to 1 mile northeast of the VORTAC; excluding the portion within St. Petersburg control zone and the portion southeast of a line 2 miles north of and parallel to MacDill AFB ILS localizer northeast course.

Tanana, Alaska
That airspace within a 5-mile radius of the Ralph M. Calhoun Memorial Airport (latitude 65°10'30" N., longitude 152°06'32" W.)
and within 3.5 miles each side of the 251° bearing from the Bear Creek radio beacon, extending from the 5-mile radius zone to 11.5 miles west of the RBN, effective 0545 to 2145 hours, local time, daily or during the specific dates and times established in advance by Notice to Airmen. The effective date and time would thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Temple, Tex.
That airspace within a 5-mile radius of the Draughon-Miller Airport, Temple, Tex. (latitude 31°09'10" N., longitude 97°24'25" W.); and within 2 miles each side of the Temple, Tex., VOR 348° radial extending from the 5-mile radius zone to 11.5 miles N of the VOR. This control zone is effective during the dates and times published in the Airport/Facility Directory.

Terre Haute, Ind.
Within a 5-mile radius of Hulman Field (latitude 39°27'00" N., longitude 87°18'40" W.); within 2 miles each side of the Terre Haute ILS localizer southwest course, extending from the 5-mile radius zone to the OM; within 2 miles each side of the Terre Haute VORTAC 051° radial, extending from the 5-mile radius zone to 12 miles northeast of the VORTAC; and within 2 miles each side of the Terre Haute VORTAC 230° radial, extending from the 5-mile radius zone to 19 miles southwest of the VORTAC.

Teterboro, N. J.
Within a 5-mile radius of the center, 40°50'57" N., 74°03'47" W. of Teterboro Airport, Teterboro, N. J.; within 3.5 miles each side of the Teterboro Airport ILS localizer southwest course, extending from the 5-mile radius zone to 11 miles southwest of the OM; excluding the portion that coincides with the Newark, N. J., control zone.

Texarkana, Ark.
That airspace within a 5-mile radius of the Texarkana, Ark., Municipal Airport (latitude 33°27'20" N., longitude 93°59'15" W.); and within 2 miles each side of the 129° radial of the Texarkana VORTAC extending from the 5-mile radius zone to 0.5 mile SE of the VORTAC.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Thermal, Calif.
Within a 5-mile radius of Thermal Airport (latitude 33°37'40" N., longitude 116°09'45" W.).

Thief River Falls, Minn.
Within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius zone to 8 miles NW of the airport. This control zone will be effective during the times designated by a Notice to Airmen and continuously published in the Airport/Facility Directory.

Titusville, Fla.
Within a 5-mile radius of TI-CO Airport (latitude 28°30'42" N., longitude 80°48'00" W.); excluding the portion within R-2922. This control zone is effective during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Toledo, Ohio
Within a 5-mile radius of the center of Toledo Express Airport, Toledo, Ohio 41°35'15" N., 83°48'23" W.; within 2 miles each side of the airport ILS localizer SW course extending from the 5-mile radius zone to OM; within 2 miles each side of the airport ILS localizer NE course extending NE from the 5-mile radius zone for 7.5 miles from the localizer and within 2 miles each side of the Waterville VOR 318° radial extending from the 5-mile radius zone to 7 miles northwest of the VOR.

Tonopah, Nev.
Within a 5-mile radius of Tonopah Airport (latitude 38°03'30" N., longitude 117°05'00" W.) and within 3.5 miles each side of the Tonopah VORTAC 115° radial, extending from the 5-mile radius zone to 10 miles southeast of the VORTAC.

Topeka, Kans. (Forbes Field)
Within a 5-mile radius of Forbes Field Airport (lat. 38°57'06"N., long. 95°39'45"W.) within 2.5 miles each side of the Forbes Field LOM 317° bearing extending from the 5-mile radius zone to 6 miles northwest of the airport, and within 2 miles each side of the Forbes Field ILS localizer SE course extending from the 5-mile radius zone to 1 mile SE of the LOM, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Philip Billard Airport, Topeka, Kans., control zone.

AMENDMENTS 12/28/78 43 F. R. 48626 (Rewritten)
AMENDMENTS 11/29/79 44 F. R. 57916 (Rewritten)

Topeka, Kans. (Philip Billard Airport)
Within a 5-mile radius of Philip Billard Airport (latitude 39°04'09" N., longitude 95°37'18" W.), within 2 miles each side of the Topeka VORTAC 219° radial extending from the 5-mile radius zone to the VORTAC, and within 2 miles each side of the Philip Billard Airport ILS localizer SE course, extending from the 5-mile radius zone to 11 miles SE of the SE end of the Philip Billard Airport Runway 31, excluding the portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Topeka, Kans. (Forbes AFB) control zone.

Torrance, Calif.
Within a 3-mile radius of Torrance Municipal Airport (latitude 33°48'10" N., longitude 118°20'20" W.), within 2 miles each side of the Los Angeles VORTAC 150° radial, extending from the 3-mile radius zone to 7 miles southeast of the VORTAC, and within 1 mile each side of the Torrance localizer course extending from the 3-mile radius zone to 5 miles southeast of the lift-off end of Runway 11L. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Traverse, City, Mich.
Within a 5-mile radius of Cherry Capital Airport (latitude 44°44'35" N., longitude 85°34'55" W.); and within 3 miles each side of the Traverse City VORTAC 158° and 338° radials, extending from the 5-mile radius zone to 8 miles south of the VORTAC.

Trenton, N. J.
Within a 5-mile radius of Mercer County Airport, Trenton, N. J. (latitude 40° 16' 33" N., longitude 74° 48' 55" W.); within 2.5 miles N and 2 miles S of the Yardley, Pa., VOR 071° and 065° radials, extending from the 5-mile radius zone to the VOR, excluding the portion within a 1-mile radius of the Morrisville, Pa., Airport (latitude 40°12'00" N., longitude 74°48'55" W.).

Tri-City, Tenn.
Within a 5-mile radius of Tri-City Municipal Airport (latitude 36°28'30" N., longitude 82°24'20" W.); within 2 miles each side of Tri-City ILS localizer Northeast course, extending from the 5-mile radius zone to the OM; within 3 miles each side of the 042° and 222° bearings from Boone RBN, extending from the 5-mile radius zone to 11 miles southwest of the RBN.

Trinidad, Colo.
Within a 5-mile radius of Los Animas County Airport (latitude 37°15'35" N., longitude 104°20'21" W.), and within 2 miles each side of the 352° bearing from the Trinidad, Colo., RBN extending from the 5-mile radius zone to 8 miles north of the RBN.

Troutdale, Oreg.
That airspace bounded on the north by a 5-mile radius area centered on the Portland-Troutdale Airport (lat. 45°33'30" N., long. 122°23'49" W.), on the south and east by a line parallel to and 3 miles southwest and northeast of the 119° bearing from the Lake LOM (lat. 45°32'38" N., long. 122°27'49" W.), extending from the LOM to 8 miles southeast, and on the west by the 154° radial of the Portland VORTAC. This control zone shall be effective from 0700 to 2300 hours, local time daily.

Troy, Ala.
Within a 5-mile radius of Troy Municipal Airport (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 Airport/Facility Directory.
PENDING AMENDMENT
The Troy, Ala., control zone is amended by deleting "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" and substituting "within 3 miles each side of the 245° radial of the Troy VOR, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR" therefor.

AMENDMENTS 1/24/80 44 F. R. 62884 (Changed)

Truth or Consequences, N. Mex.
That airspace within a 5-mile radius of Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'15" W.), and within 3.5 miles either side of the Truth or Consequences, N. Mex., VORTAC 013° and 193° radials extending from the 5-mile radius zone to a point 9.5 miles north of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Tucson, Ariz. (Davis-Monthan AFB)
Within a 5-mile radius of Davis-Monthan AFB (latitude 32°10'00" N., longitude 110°53'00" W.) excluding the portion subtended by a chord drawn between the points of INT of the Davis-Monthan 5-mile radius zone and the Tucson International 5-mile radius zone, and within 2 miles SW and 2.5 miles NE of the Davis-Monthan ILS localizer SE course, extending from the 5-mile radius zone to the Davis-Monthan TACAN 139° radial 6.5 miles southeast of the TACAN.

Tucson, Ariz. (Tucson International Airport)
Within a 5-mile radius of Tucson International Airport (latitude 32°07'05" N., longitude 110°56'32" W.); within 3 miles each side of the Tucson VORTAC 273° radial extending from the 5-mile radius zone to 15 miles west of the VORTAC; within 2 miles each side of the extended centerline of Runway 21L extending from the 5-mile radius zone to 5 miles southeast of the lift-off end of Runway 12L; within 2 miles northeast and 2.5 miles southwest of the extended centerline of Runway 30R extending from the 5-mile radius zone to 15.5 miles northwest of the lift-off end of Runway 30R, and within 2 miles southeast and 3 miles northwest of the extended centerline of Runway 21 extending from the 5-mile radius zone to 6.5 miles southwest of the lift-off end of Runway 21, 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.
That airspace within a 6-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103° 35'15" W.); within 2.5 miles each side of the Tucumcari, N. Mex., VORTAC 033° radial extending beyond the 6-mile radius zone to a point 6.5 miles northeast of the VORTAC; and within 2.5 miles each side of the Tucumcari, N. Mex., VORTAC 078° radial extending beyond the 6-mile radius zone to a point 6.5 miles east of the VORTAC.

Tulsa, Okla.
That airspace within a 5-mile radius of the Tulsa International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 2 miles each side of the Tulsa ILS localizer N course, extending from the 5-mile radius zone to 1 mile S of the OM; within 2 miles each side of the Tulsa ILS localizer S course, extending from the 5-mile radius zone to 0.5 mile N of the OM; and within 2 miles each side of the Tulsa VORTAC 268° Radial, extending from the 5-mile radius zone to the VORTAC.

Tulsa, Okla. (Riverside Airport)
Within a 5-mile radius of Riverside Airport (latitude 36°02'19" N., longitude 95°59'00" W.), within 2 miles each side of the Glenpool TVOR 349° radial extending from the 5-mile radius zone to the TVOR and within 2.5 miles each side of the Tulsa VORTAC 223° radial extending from the 5-mile radius zone to 21 miles southwest of the VORTAC. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Tupelo, Miss.
Within a 5-mile radius of C. D. Lemons Municipal Airport (lat. 34°15'32" N., long. 88°45'32" W.); within 3 miles each side of Tupelo VOR 214° radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR. This control zone is effective from 0700 to 2130 hours, local time, Monday through Friday; 0700 to 2000 hours, local time, Saturday, and 1100 to 2130 hours, local time, Sunday.

Tuscaloosa, Ala.
Within a 5-mile radius of Van De Graaff Airport (lat. 33°13'16" N., long. 87°36'39" W.); within 1.5 miles each side of the ILS localizer southwest course, extending from the 5-mile radius zone to 0.5 mile northeast of the OM. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Tustin, Calif. (MCAS (H))
Within a 5-mile radius of MCAS Tustin (H) (lat. 33°42'22"N., long. 117°49'35"W.) excluding that portion east and south of a line from latitude 33°43'55" N., longitude 117°47'00" W., to latitude 33°41'15" N., longitude 117°48'10" W., to latitude 33°42'30" N., longitude 117°56'40" W. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 3/22/79 44 F. R. 18004 (Changed)

Twentynine Palms, Calif.
Within a 5-mile radius of the Expeditionary Air Field (EAF), Marine Corps Base (lat. 34°17'20"N., long. 116° 10'20"W.) and within 2 miles each side of the Twentynine Palms VORTAC 298° radial extending from the 5-mile radius zone to 16 miles west of the VORTAC. This control zone is effective from 0730 to 1630 hours, local time, daily or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Twin Falls, Idaho
Within a 5-mile radius of the Twin Falls City-County (Joslin Field), Idaho Airport (latitude 42°28'54" N., longitude 114°29'11" W.) within 5 miles each side of Twin Falls VORTAC 086° and 281° radials, extending from the 5-mile radius zone to 10.5 miles east and 10.5 miles west of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Tyler, Tex.
That airspace within a 5-mile radius of Pounds Field, Tyler, Tex. (latitude 32°21'15" N., longitude 95°23' 55" W.); within 2 miles each side of the Pounds Field ILS localizer NW course extending from the 5-mile radius zone to 0.5 mile SE of the OM, and within 2 miles each of the Pounds Field ILS localizer SE course extending from the 5-mile radius zone to 6 miles SE of the airport.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Tyndall AFB, Fla.
Within a 5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); within 1.5 miles each side of the Tyndall AFB TACAN 308° radial, extending from the 5-mile radius zone to 6.5 miles northwest of the TACAN.

Umiat, Alaska
Within a 5-mile radius of the Umiat Airport, lat. 69°22'17"N., long. 152°08'00"W., within 3 miles each side of the 079° bearing from the Umiat NDB extending from the 5-mile radius zone to 8 miles east of the NDB; and within 3 miles each side of the 259° bearing from the Umiat NDB extending from the 5-mile radius zone to 8 miles west of the NDB.

AMENDMENTS 10/4/79 44 F. R. 45921 (Added)

Unalakleet, Alaska
Within a 5-mile radius of Unalakleet Airport (lat. 63°53'12" N., long. 160°47'42" W.); within 3.5 miles each side of the Unalakleet 225° radial, extending from the VORTAC to 12.5 miles southwest of the VORTAC, and within 3.5 miles each side of the North River, Alaska, RBN 290° bearing, extending from the 5-mile radius zone to 8.5 miles west of the RBN. This control zone is effective during the specific dates and times established in advance
by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication Supplement Alaska.

Utica, N. Y.
Within a 5-mile radius of the center, lat. 43°08'45" N., long. 75°22'55" W. of Oneida County Airport, Utica, N. Y.; within 2 miles each side of the 317° bearing from the Clay RBN, extending from the 5-mile radius zone to 3 miles northwest of the RBN; within 2 miles each side of the Utica VORTAC 306° radial, extending from the 5-mile radius zone to 1 mile northwest of the VORTAC, excluding the portion within the Rome, N. Y., control zone.

Valdez, Alaska
Within a 3-mile radius of the Valdez Municipal Airport, latitude 61°07'58" N., longitude 146°14'24" W. This control zone is effective from 0800 to 1600 local time daily from mid-October to mid-May, and from 0600 to 2200 local time daily from mid-May to mid-October or during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the U. S. Government Flight Information Publication Supplement Alaska.

Valdosta, Ga. (Moody AFB)
Within a 5-mile radius of Moody AFB (lat. 30°58'01"N., long. 83°11'27"W.); within 1.5 miles each side of Moody TACAN 007° radial, extending from the 5-mile radius zone to 6 miles north of the TACAN.
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Valdosta, Ga. (Valdosta Municipal Airport)
Within a 5-mile radius of Valdosta Municipal Airport (lat. 30°46'58" N., long. 83°16'44" W.).
This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Vandenberg AFB, Calif.
Within a 5-mile radius of Vandenberg AFB, Lompoc, Calif., (lat. 34°43'50"N., long. 120°34'30"W.); within 2 miles each side of the Vandenberg AFB ILS localizer southeast course, extending from the 5-mile radius zone to 8.2 miles southeast of the Vandenberg AFB TACAN and within a 1-mile radius of Lompoc Airport (lat. 34°39'55"N., long. 120°27'55"W.) excluding that portion within R-2516. This control zone will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously established as published in the Airport/Facility Directory.

Van Nuys, Calif.
Within a 5-mile radius of Van Nuys Airport (latitude 34°12'30" N., longitude 118°29'15" W.), within 2.5 miles each side of the 350° radial of the Van Nuys VOR/DME facility extending from the 5-mile radius zone to 9.5 miles north of the facility, excluding the portion east of a line from latitude 34°16'00" N., longitude 118°25'55" W. to latitude 34°09'25" N., longitude 118°25'40" W.

Vernal, Utah
Within a 5-mile radius of Vernal Airport (latitude 40°26'30" N., longitude 109°30'50" W.), and within 3 miles each side of the Vernal VOR 157° radial, extending from the 5-mile radius zone to 8.5 miles S of the VOR. This control zone will be effective during the times established in advance by a Notice to Airmen and continuously published in the Airport/Facility Directory.

Vero Beach, Fla.
Within a 5-mile radius of Vero Beach Municipal Airport (lat. 27°39'05" N., long. 80°24'51" W.).

Vichy, Mo.
Within a 5-mile radius of the Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.); and within 3 miles each side of the 067° radial of the Vichy VORTAC extending from the 5-mile radius zone to 6½ miles northeast of the Vichy VORTAC.

Victoria, Tex.
Within a 5-mile radius of the Victoria County-Foster Airport (lat. 28°51'10" N., long. 96°55'20" W.) and within 3 miles each side of the Victoria, Tex., VOR 313° radial extending from the 5-mile radius zone to 10.5 miles northwest of the VOR.

Victorville, Calif.
Within a 5-mile radius of George AFB, Victorville, Calif. (lat. 34°35'45"N., long. 117°22'55"W.) and within 2 miles each side of the 001° radial of the George TACAN (lat. 34°35'40"N., long. 117°23'20"W.) extending from the 5-mile radius zone to 9 miles north of the TACAN. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 8/16/79 44 F. R. 47926 (Changed)

Visalia, Calif.
Within a 4-mile radius of the Visalia Municipal Airport (lat. 36°19'10"N., long. 119°23'35"W.), and within 2 miles each side of the Visalia VOR 123° radial, extending from the 4-mile radius zone to the VOR, excluding the portion within a 1-mile radius of Green Acres Airport, Visalia, Calif. (lat. 36°20'20"N., long. 119°19'30"W.). This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Waco, Tex.
That airspace within a 5-mile radius of Waco-Madison Cooper Airport (latitude 31°36'40" N., longitude 97°13'40" W.); within 2 miles each side of the Waco VORTAC 330° radial extending from the 5-mile radius zone to 8 miles northwest of the VORTAC; within 2 miles each side of the Waco ILS localizer north course extending from the 5-mile radius zone to the OM and within a 5-mile radius of James Connally Airport (latitude 31°38'00" N., longitude 97°04'00" W.).

Waimea-Kohala, Hawaii
Within a 5-mile radius of the Waimea-Kohala Airport (latitude 20°00'17" N., longitude 155°40'16" W), and within an area 2 miles on the northwest side and 3 miles on the southeast side of the Kamuela VOR 063° radial, extending from the 5-mile radius zone to 9 miles northeast of the Kamuela VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective times will thereafter be continuously published in the Pacific Chart Supplement.

Walla Walla, Wash.
Within a 5-mile radius of Walla Walla City-County Airport (latitude 46°05'35" N., longitude 118°17'20" W.), within 3 miles each side of the Walla Walla VOR 215° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR and that airspace within an arc of a 14-mile radius circle centered on the Walla Walla VOR extending clockwise from a line 4 miles west to a line 4 miles southeast of and parallel to the Walla Walla VOR 354° and 036° radials.

Washington, D. C.
Within a 5-mile radius of the center, 38°51'07" N., 77°02'23" W., of Washington National Airport; within 1.5 miles each side of the Washington National Airport ILS localizer south course, extending from the 5-mile radius zone to 1 mile south of the OM; within 2 miles each side of the Washington National Airport ILS localizer south course, extending from the 5-mile radius zone to the OM; within 2.5 miles each side of the extended centerline of Washington National Airport Runway 15, extending from the 5-mile radius zone to 5 miles southeast of the southeast end of the runway; within 2.5 miles each side of the extended centerline of Washington National Airport Runway 33, extending from the 5-mile radius zone to 5 miles northwest of the northwest end of the runway; within 1.5 miles each side of the Washington VOR 320° radial, extending from the 5-mile radius zone to 6.5 miles northwest of the VOR; within 2.5 miles each side of the Washington VOR 326° radial, extending from the 5-mile radius zone to 5.5 miles northwest of the VOR; within 2.5 miles each side of a 190° bearing from 38°55'13" N., 76°57'50" W., extending from said point to 5 miles south; excluding the portion within P-56, the east portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone with the Camp Springs, Md., control zone, the portion of the southeast extension described by reference to the extended centerline of Washington National Airport Runway 15 that coincides with the Camp Springs, Md., control zone and the portion of the north extension described by reference to a 190° bearing from 38°55'13" N., 76°57'50" W., that coincides with the Camp Springs, Md., control zone.

Waterloo, Iowa
Within a 5-mile radius of Waterloo Municipal Airport (lat. 42°33'20" N., long. 92°24'00" W.); within 2½ miles each side of the Waterloo, Iowa, VORTAC 078° radial extending from the 5-mile radius zone to 6 miles east of the VORTAC; and within 2½ miles each side of the Waterloo, Iowa, VORTAC 194° radial extending from the 5-mile radius zone to 6½ miles south of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 001° radial extending from the 5-mile radius zone to 10½ miles north of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 316° radial extending from the 5-mile radius zone to 10½ miles northwest of the airport.

Watertown, N. Y.
That airspace within a 5-mile radius of the center 43°59'20" N., 76°01'20" W. of Watertown International Airport, Watertown, N. Y., and within 3 miles each side of the Watertown, N. Y., VOR 211° radial, extending from the 5-mile radius zone to 8 miles southwest of the VOR.

Watertown, S. Dak.
Within a 5-mile radius of Watertown Municipal Airport (latitude 44°54'51" N., longitude 97°09'16" W.); within 1.5 miles each side of the Watertown VORTAC 001° radial, extending from the 5-mile radius zone to 2.5 miles north of the VORTAC; and within 1 mile each side of the Watertown VORTAC 181° radial, extending from the 5-mile radius zone to 10.5 miles south of the VORTAC.

Waukesha, Wis.
Within a 5-mile radius of the Waukesha County Airport (latitude 43°02'25" N., longitude 88°14'00" W.); excluding a one-mile radius of Capitol Drive Airport (latitude 43°05'15" N., longitude 88°10'40" W.); within 2½ miles each side of the 272° bearing from the airport extending from the 5-mile radius area to 5.5 miles west. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Wausau, Wis.
Within a 5-mile radius of the Wausau Municipal Airport (latitude 44°55'35" N., longitude 89°37'35" W.); and within 2½ miles each side of the 142° bearing from the Wausau Municipal Airport extending from the 5-mile radius zone to 6 miles southeast.

Wenatchee, Wash.
Within a 5-mile radius of Pangborn Field, Wenatchee, Wash. (lat. 47°24'00" N., longitude 120°12'30" W.) and within 3 miles each side of the Wenatchee VOR 124° radial extending from the 5-mile radius zone to 8 miles southeast of the VOR, excluding the airspace within a 1-mile radius of Fancher Field, Wash. (latitude 47°26' 55" N., longitude 120°16'40" W.).

Westfield, Mass.
Within a 5-mile radius of the center 42°09'25" N., 72°42'50" W. of Barnes Municipal Airport, Westfield, Mass.; within 3 miles each side of the Barnes VOR 012° radial, extending from the 5-mile radius zone to 10 miles north of the VOR; and within 2 miles each side of the Runway 33 centerline extended from the 5-mile radius zone to 7.5 miles northwest of the end of the runway, excluding the portion which coincides with the Westover, Mass., control zone. This control zone is effective from 0700 to 2300 hours, local time, daily.

Westhampton Beach, N. Y.
Within a 5.5-mile radius of Suffolk County Airport (lat. 40°50'39" N., long. 72°37'49" W.), excluding that portion within the Calverton, N. Y., control zone. This control zone shall be in effect from 0700 to 2300 hours, local time, daily.

West Memphis, Ark.
Within a 5-mile radius of the Municipal Airport, West Memphis, Ark. (latitude 35°08'24" N., longitude 90°14' 00" W.); within 3 miles each side of the 351° bearing from the West Memphis RBN (latitude 35°08'20" N., longitude 90°14'02" W.), extending from the 5-mile radius zone 8 miles north of the RBN; and within 3 miles each side of the 186° bearing from the West Memphis RBN, extending from the 5-mile radius zone to 8 miles south of the RBN. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Westover, Mass.
Within a 5-mile radius of the center, 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 (lat. 38°15'49" N., long. 78°53'46" W.), of Shenandoah Valley Airport, Weyers Cave, Va., and within 3.5 miles each side of the Shenandoah Valley Airport ILS localizer southwest course, extending from the 5-mile radius zone to 11.5 miles southwest of the OM. This control zone is effective during the specific days and times established in advance by a Notice to Airmen. The effective times will thereafter be published in the Airport/Facility Directory.

Wheeling, W. Va.
Within a 5-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 216° radial, extending from the 5-mile radius zone to the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 5-mile radius zone to the OM.

Whidbey Island, Wash.
Within a 5-mile radius of Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), within 2 miles each side of the Whidbey Island TACAN 351° radial, extending from the 5-mile radius zone to 6 miles north of the TACAN, and within 2 miles each side of the 283° bearing from the Whidbey Island REN, extending from the 5-mile radius zone to 8 miles west of the REN.

White Plains, N. Y.
Within a 5-mile radius of the center, 41°04'00" N., 73°42'33" W., of Westchester County Airport, White Plains, N. Y., extending clockwise from a 055° bearing to a 305° bearing from the airport; within a 6-mile radius of the center of the airport extending clockwise from a 305° bearing to a 055° bearing from the airport; and within 2 miles each side of the extended centerline of Runway 16, extending from the southeast end of Runway 16 to 4 miles southeast of the southeast end of Runway 16.

Wichita, Kans. (McConnell AFB)
Within a 5-mile radius of McConnell AFB (latitude 37°37'25" N., longitude 97°16'00" W.); within 2 miles west and 4 miles east of the McConnell AFB TACAN 008° radial, extending from the 5-mile radius zone to 7 miles north of the TACAN; and within 2 miles each side of the McConnell AFB TACAN 199° radial, extending from the 5-mile radius zone to 6 miles south of the TACAN, excluding the portion subtended by a chord drawn between the points of INT of the 5-mile radius zone with the Wichita, Kans. (Wichita Municipal), control zone.

Wichita, Kans. (Wichita Municipal)
Within a 5-mile radius of the Wichita, KS., Municipal Airport (latitude 37°39'09" N., longitude 97°25'47" W.); and within 2 miles each side of the Wichita Municipal Airport ILS localizer north course, extending to 7.5 miles north, excluding that portion subtended by a chord drawn between the points of INT of the 5-mile-radius zone of the Wichita, KS., (McConnell AFB), 5-mile-radius control zone.

Wichita Falls, Tex.
That airspace within a 5-mile radius of Sheppard AFB/Municipal Airport, Wichita Falls, Tex., (latitude 33°58'55" N., longitude 98°29'35" W.); within 2 miles each side of the Wichita Falls VORTAC 092° radial extending from the 5-mile radius zone to the VORTAC; within 2 miles each side of the ILS localizer SE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Sheppard TACAN 333° radial extending from the 5-mile radius zone to 7.5 miles N of the TACAN, and within 2 miles each side of the Sheppard TACAN 163° radial extending from the 5-mile radius zone to 7 miles S of the TACAN.

Wilkes-Barre, Pa.
Within an 8-mile radius of the center, lat. 41°20'18" N., long. 75°43'29" W. of Wilkes-Barre-Scranton Airport, extending clockwise from a 235° bearing to a 355° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 355° bearing to a 025° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 050° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 050° bearing to a 210° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 210° bearing to a 235° bearing from the airport; within 3.5 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer southwest course extending from the OM to 6 miles southwest of the OM and within 4 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer northeast course extending from the localizer to a point 11.5 miles northeast of the localizer.

Williamsport, Pa.
Within a 6-mile radius of the center, 41°14'32" N., 76°55'12" W. of Williamsport-Lycoming County Airport, extending clockwise from a 099° bearing to a 145° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 145° bearing to a 172° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 172° bearing to a 203° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 203° bearing to a 241° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 241° bearing to a 270° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 270° bearing to a 312° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 312° bearing to a 350° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 350° bearing to a 358° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 358° bearing to a 004° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 004° bearing to a 099° bearing from the airport; and within 4 miles each side of the Williamsport-Lycoming County Airport ILS localizer east course, extending from the MM to 8.5 miles east of the MM.

Williston, N. Dak. (Sloulin Airport)
Within a 5-mile radius of the Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 1½ miles each side of the Williston VOR 136° radial, extending from the 5-mile radius zone to 1½ miles southeast of the VOR; and within 2 miles each side of the 126° bearing from the Sloulin International Airport, extending from the 5-mile radius zone to 10 miles southeast of the airport.

Willoughby, Ohio
Within a 5-mile radius of the Lost Nation Airport (latitude 41°40'45" N., longitude 81°23'45" W.); within 4 miles each side of the 088° bearing from the Lost Nation RBN extending from the 5-mile radius zone to 12 miles east of the RBN; within 3 miles each side of the 268° bearing from the RBN extending from the 5-mile radius zone to 8.5 miles west of the RBN; within 3 miles each side of the 050° radial of the Lost Nation TVOR extending from the 5-mile radius zone to 8.5 miles northeast of the TVOR; excluding the portion within the Cleveland, OH. (Cuyahoga County Airport), control zone. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will, thereafter, be continuously published in the Airport/Facility Directory.

Willow Grove, Pa.
Within a 5-mile radius of the center, 40°12'00" N., 75°08'55" W. of Willow Grove NAS, Willow Grove, Pa., extending clockwise from a 347° bearing to a 253° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 253° bearing to a 347° bearing from the airport; within 3 miles each side of the Willow Grove TACAN 136° radial, extending from the TACAN to 7 miles southeast of the TACAN; within 3.5 miles each side of the Willow Grove TACAN 325° radial, extending from the 5-mile radius and 5.5-mile radius zones centered on Willow Grove NAS to 8.5 miles northwest of the TACAN; within 3.5 miles each side of a 330° bearing from the Willow Grove RBN, extending from the 5-mile radius and 5.5-mile radius zone centered on Willow Grove NAS to 10 miles northwest of the RBN; within a 5-mile radius of the center, 40°12'15" N., 75°04'30"W., of Warminster NADC, Warminster, Pa.; within 1.5 miles each side of the Yardley VORTAC 244° radial, extending from the 5-mile radius zone centered on Warminster NADC to 2 miles southwest of the VORTAC; within 3 miles each side of the Warminster TACAN 083° radial, extending from the 5-mile radius zone centered on Warminster NADC to 6 miles east of the TACAN, excluding the south portion subtended by a chord drawn between the points of intersection of the 5-mile radius zone centered on Warminster NADC with the North Philadelphia, Pa., control zone 6-mile radius zone and excluding that portion of the control zone southeast extension described by reference to the Willow Grove TACAN 136° radial that coincides with the North Philadelphia, Pa., control zone. This control zone is effective from 0700 to 2400 hours, local time, Monday through Friday; and 0001 to 2400 hours, local time, Saturday and Sunday or during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Wilmington, Del.
Within a 6-mile radius of the center 39°40'42"N., 75°36'27"W. of Greater Wilmington Airport, Wilmington, Del.

Wilmington, N. C.
Within a 5-mile radius of New Hanover County Airport (latitude 39°16'15" N., longitude 77°54'05" W.).

Windsor Locks, Conn.
Within a 5-mile radius of the center lat. 41°56'19" N., long. 72°41'00" W., of Bradley International Airport, Windsor Locks, Conn.; within 3.5 miles each side of the Bradley International Airport ILS localizer southwest course, extending from the 5-mile radius zone to 11.5 miles southwest of the OM; within 2 miles each side of the centerline of Runway 19 extended from the 5-mile radius zone to 6 miles S of the end of the runway; within 2 miles each side of the centerline of Runway 15 extended from the 5-mile radius zone to 6 miles SE of the end of the runway within 2 miles each side of the centerline of Runway 6 extended from the 5-mile radius zone to 5 miles from the end of the runway; within 2 miles each side of the centerline of Runway 1 extended from the 5-mile radius zone to 6 miles from the end of the runway.

Wink, Tex.
Within a 3-mile radius of the Winkler County Airport (latitude 31°46'45" N., longitude 103°12'05" W.): within 2 miles each side of the Wink VOR 161° radial, extending from the VOR to 5 miles south of the airport.

Winona, Minn.
Within a 5-mile radius of the Winona Municipal-Max Conrad Field (latitude 44°04'37" N., longitude 91°42'22" W.); within 2½ miles each side of the 319° bearing from Winona Municipal-Max Conrad Field, extending from the 5-mile radius area to 6 miles northwest of the airport and within 3 miles each side of the 107° bearing from the Winona Municipal-Max Conrad Field extending from the 5-mile radius area to 6½ miles east of the airport. This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Winslow, Ariz.
Within a 6-mile radius of Winslow Municipal Airport (latitude 35°01'15" N., longitude 110°43'15" W.), and that airspace within an arc of an 8.5-mile radius circle centered on Winslow VORTAC, extending clockwise from a line 3.5 miles south of and parallel to the Winslow 277° radial to a line 3.5 miles north of and parallel to the Winslow 292° radial.
This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

Winston-Salem, N. C.
Within a 5-mile radius of Smith Reynolds Airport (lat. 36°08'01" N., long. 80°13'22" W.); within 2 miles each side of Winston-Salem ILS localizer southeast course, extending from the 5-mile radius zone to the LOM.

Worcester, Mass.
Within a 5-mile radius of the Worcester Municipal Airport (lat. 42°16'05"N., long. 71°52'20"W.). This control zone is effective from 0700 to 2300 hours local time daily or during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Worland, Wyo.
Within a 5-mile radius of Worland Municipal Airport (latitude 43°58'10" N., longitude 107°56'50" W.), and and within 3.5 miles each side of the Worland VOR 352° radial, extending from the 5-mile radius zone to 12 miles north of the VOR.

Worthington, Minn.
Within a 5-mile radius of Worthington Municipal Airport (lat. 43°39'17"N., long. 95°35'01"W.); within 2.5 miles each side of the 098° true radial, extending from the 5-mile radius to 6.5 miles east of the VOR; within 2.5 miles each side of the 318° true radial, extending from the 5-mile radius to 6.5 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

AMENDMENTS 8/9/79 44 F. R. 36171 (Rewritten)

Wrightstown, N. J. (McGuire AFB)
Within a 5-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.), within 2 miles each side of the McGuire VOR 350° radial extending from the 5-mile radius zone to 7 miles N of the VOR; within 2 miles each side of the McGuire VOR 051° radial extending from the 5-mile radius zone to 7 miles NE of the VOR; within 2 miles each side of the McGuire VOR 180° radial extending from the 5-mile radius zone to 6 miles S of the VOR; and within 2 miles each side of the McGuire AFB ILS localizer SW course extending from the 5-mile radius zone to 8 miles southwest of the localizer.

Yakima, Wash.
Within a 5-mile radius of the Yakima Municipal Airport (latitude 46°33'55" N., longitude 120°32'25" W.), within 4 miles north and 2 miles south of the Yakima ILS localizer east course, extending from the 5-mile radius zone to 4 miles east of the Donald OM, and within 2.5 miles each side of the Yakima ILS localizer west course, extending from the 5-mile radius zone to 18.5 miles west of the Donald OM.

Yakutat, Alaska
Within a 5-mile radius of Yakutat Airport (latitude 59°30'10" N., longitude 139°39'40" W.); within 2 miles each side of the Yakutat VORTAC 147° radial, extending from the 5-mile radius zone to 8 miles southeast of the VORTAC; and that airspace bounded on the northeast by a line 2 miles northeast of and parallel to the 315° bearing from the Ocean Cape, Alaska, RBN, on the east and southeast by the 5-mile radius zone, on the south by a line 3 miles south of and parallel to the 283° bearing from the Ocean Cape, Alaska, RBN, and on the west and northwest by the arc of an 8-mile radius circle centered on the Ocean Cape, Alaska, RBN.

Yankton, S. Dak.
That airspace within a 5-mile radius of Chan Gurney Municipal Airport (latitude 42°54'45" N., longitude 97° 23'15" W.); within 2½ miles each side of the Yankton VOR 321° radial extending from the 5-mile radius to 7 miles northwest of the VOR. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/ Facility Directory.

Youngstown, Ohio
Within a 5-mile radius of the center, lat. 41°15'28" N., long. 80°40'34" W. of Youngstown Municipal Airport, Youngstown, Ohio; within 2 miles each side of the extended centerline of Runway 5, extended from the 5-mile radius zone to 6 miles northeast of the center of the airport; within 2 miles each side of the extended centerline of Runway 14, extended from the 5-mile radius zone to 6.5 miles southeast of the center of the airport; within 2 miles each side of the extended centerline of Runway 23, extended from the 5-mile radius zone to 5.5 miles southwest of the center of the airport and within 1 mile each side of the Youngstown Municipal Airport localizer northwest course, extended from the 5-mile radius zone to 5.5 miles northwest of the center of the airport.

Yuma, Ariz.
Within a 5-mile radius of Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36' 20" W.); within 2 miles each side of the Yuma VORTAC 181° radial, extending from the 5-mile radius zone to 2 miles south of the VORTAC, and within 2.5 miles each side of the Yuma TACAN (latitude 32°38'48" N., longitude 114°36'46" W.) 037° radial, extending from the 5-mile radius zone to 8 miles northeast of TACAN.

Zanesville, Ohio
Within a 5-mile radius of the Zanesville Municipal Airport (latitude 39° 56' 40" N., longitude 81° 53' 20" W.); within 2 miles each side of the Zanesville RBN 210° bearing, extending from the 5-mile radius zone to 7 miles SW of the RBN; and within 2 miles each side of the Zanesville VOR 222° radial, extending from the 5-mile radius zone to 7 miles SW of the VOR; excluding that airspace within a 1-mile radius of the Riverside Airport, Zanesville, (latitude 39° 59' 10" N., longitude 81° 59' 00" W.).

SUBPART G - TRANSITION AREAS

§ 71.181 Designation.
The parts of airspace described below are designated as transition areas.

Aberdeen, Md.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 39°28'00"N., long. 76°10'00"W., of Phillips AAF; within a 9.5-radius of the center of the airport, extending clockwise from a 260° bearing to a 010° bearing from the airport; within 3.5 miles each side of a 029° bearing from the Aberdeen, Md., RBN, extending from the RBN to 11.5 miles northeast of the RBN; within 5 miles each side of a 029° bearing from the Aberdeen, Md., RBN, extending from the RBN to 9.5 miles northeast of the RBN; within 5 miles each side of the Philips VOR 033° radial, extending from the VOR to 13 miles northeast of the VOR.

Aberdeen, S. D.
That airspace extending upward from 700 feet above the surface within a 15½-mile radius of the Aberdeen VORTAC; and within 5½ miles southwest and 9½ miles northeast of the Aberdeen VORTAC 131° radial, extending from the 15½-mile radius area to 21½ miles southeast of the VORTAC, and within 3½ miles southwest and 5 miles northeast of the Aberdeen VORTAC 312° radial, extending from the 15½-mile radius area to 22 miles northwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 22½-mile radius of the Aberdeen VORTAC; and within 6 miles northeast and 9½ miles southwest of the Aberdeen VORTAC 312° radial, extending from the 22½-mile radius area to 29 miles northwest of the VORTAC.

Abilene, Tex.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of latitude 32°25'10" N., longitude 99°51'15" W., and within 8 miles east and 5 miles west of the Abilene ILS localizer south course extending from the OM to 12 miles south.

Ada, Okla.
That airspace extending upward from 700 feet AGL within a 5-mile radius of the Ada Municipal Airport (latitude 34°48'20" N., longitude 96°40'15" W.) and within 3.5 miles each side of the 139° bearing from the Ada RBN (latitude 34°48'30" N., longitude 96°40'23" W.) extending from the 5-mile radius area to 8.5 miles southeast of the RBN.

Adak, Alaska
That airspace extending upward from 700 feet above the surface within the arc of a 15-mile radius circle centered on the NS Adak Airport (latitude 51°52'59" N., longitude 176°38'54" W.), extending clockwise from the 033° bearing to the 090° bearing from the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Navy Adak TACAN 250° radial extending from the TACAN to 12 miles West of the TACAN.

Adrian, Mich.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Lenawee County Airport (latitude 41°52'10" N., longitude 84°04'30" W.); and within 3 miles each side of the 221° bearing from the Lenawee County Airport, extending from the 6½-mile radius area to 8 miles southwest of the airport.

Afton, Okla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Shangri-La Airport, Afton, Okla. (lat. 36°34'45"N., long. 94°51'40"W.); within 3.5 miles each side of a 176° bearing from the Shangri-La NDB (lat. 36°34'38"N., long. 94°51'38"W.) extending from the 8.5-mile radius area to 11.5 miles south of the NDB.

Aguadilla, P. R.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Borinquen Airport (lat. 18°29'45" N., long. 67°08'00" W.); within a 10-mile radius of Mayaguez Airfield (lat. 18°15'26" N., long. 67° 08'58" W.).

Ahoskie, N.C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Tri-County Airport (lat. 36°17'56"N., long. 77°10'26"W.); within 3 miles each side of the 171° bearing from the Ahoskie RBN (lat. 36°17'57"N., long. 77°10'33"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Aiken, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Aiken Municipal Airport (latitude 33°39'10" N., longitude 81°41'25" W.); within 3 miles each side of the 048° bearing from Aiken RBN (latitude 33°39'06" N., longitude 81°40'38" W.), extending from the 8-mile radius area to 8.5 miles northeast of the RBN.

Ainsworth, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ainsworth Municipal Airport (latitude 42°34'40" N., longitude 99°59'15" W.); and within 3 miles each side of the 344° bearing from Ainsworth Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport.

Aitkin, Minn.
That airspace extending upward from 700 feet above the surface within a five-statute-mile radius of the Aitkin Municipal Airport (lat. 46°32'45"N., long. 93°40'45"W.) and within 3 statute miles each side of the 355° bearing of the Aitkin NDB, extending from the 5-mile radius to 8.5 statute miles north of the airport.

Akron, Colo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Akron-Washington County Airport (latitude 40°10'30" N., longitude 103°12'45" W.), and that airspace extending upward from 1,200 feet above the surface within 10 miles northeast and 7 miles southwest of the Akron VORTAC 123° and 303° radials, extending from 20 miles southeast to 10 miles northwest of the VORTAC.

Akron, Ohio
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 40°54'58" N., long. 81°26'32" W. of Akron-Canton Airport, Akron, Ohio, and within 5 miles each side of the Akron-Canton Airport south localizer course extending from the Akron-Canton Airport 8.5-mile radius area to 11.6 miles south of the Akron-Canton Runway 1 OM; within a 10-mile radius area of the center, lat. 41°02'18" N., long. 81°28'01" W. of Akron Municipal Airport, Akron, Ohio; within 5 miles each side of the Akron VORTAC 255° radial extending from the Akron Municipal Airport 10-mile radius area to the VORTAC; within a 6-mile radius of the center, lat. 41°12'35" N., long. 81°14'55" W. of Portage County Airport, Ravena, Ohio; within 1.5 miles each side of the Akron VORTAC 340° radial extending from the Portage County Airport 6-mile radius area to the VORTAC; within a 5-mile radius area of the center of lat. 41°08'45" N., long. 81°25'00" W. of Andrew W. Paton of Kent State University Airport, Kent, Ohio; within a 7-mile radius of the center, lat. 41°08'06" N., long. 81°46'36" W. of Freedom Field, Medina, Ohio, and within 4.5 miles south and 6.5 miles north of the Medina, Ohio, RBN (lat. 41°08'29" N., long. 81°38'46" W.) 084° and 264° bearings extending from 5.5 miles west to 11.5 miles east of the RBN.

Alabama
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Alabama, including that airspace within 3 nautical miles from and parallel to the shoreline of Alabama, excluding the portion within R-2101.

Alabaster, Ala.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby County Airport (lat. 33°10'40"N., long. 86°47'00"W.); within a 6.5-mile radius of Bessemer Airport (lat. 33°18'49"N., long. 86°55'29"W.) within 3 miles each side of the 241° bearing from Bessemer RBN (lat. 33°18'42"N., long. 86°55'25"W.) extending from the 6.5-mile radius to 8.5 miles southwest of the RBN; excluding that portion which coincides with the Birmingham transition area.

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.
This transition area will be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Alamosa, Colo.
That airspace extending upward from 700 feet above the surface within 10 miles northeast and 12 miles southwest of the Alamosa VORTAC 335° and 155° radials extending from 23 miles northwest to 12 miles southeast of the VORTAC; and within 2 miles northwest and 6 miles southeast of the Alamosa VORTAC 200° radial extending from the VORTAC to 16 miles southwest of the VORTAC, and that airspace extending upward from 1,200 feet above the surface within 13 miles northeast of the Alamosa VORTAC 335° radial extending from the VORTAC to 31 miles northwest of the VORTAC; within 12 miles southwest of the Alamosa VORTAC 335° radial extending from the VORTAC to 38 miles northwest of the VORTAC; within 5 miles each side of the Alamosa VORTAC 018° radial extending from the VORTAC to 45 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 065° radial extending from the VORTAC to 37 miles northeast of the VORTAC; within 5 miles each side of the Alamosa VORTAC 080° radial extending from the VORTAC to 56 miles east of the VORTAC; within 13 miles northeast and 9.5 miles southwest of the Alamosa VORTAC 127° radial extending from the VORTAC to 19 miles southeast of the VORTAC; and within 5 miles each side of the Alamosa VORTAC 200° radial extending from the VORTAC to 37 miles southwest of the VORTAC. That airspace extending upward from 12,000 feet MSL within 5 miles each side of the Alamosa VORTAC 200° radial extending from 37 to 54 miles southwest of the VORTAC.

Albany, Ga.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Albany-Dougherty County Airport (lat. 31°32'07"N., long. 84°11'41"W.); within 2 miles each side of Albany VORTAC 143° radial, extending from the 9.5-mile radius area to the VORTAC.

Albany, N. Y.
That airspace extending upward from 700 feet above the surface within the area bounded by a point on the Albany VORTAC 007° radial 23 miles north of the VORTAC, thence clockwise along the arc of a 23-mile radius circle centered on the Albany VORTAC to its point of intersection with the Albany VORTAC 037° radial, thence southwest along the Albany VORTAC 037° radial to a point 12 miles northeast of the VORTAC, thence clockwise along the arc of a 12-mile radius circle centered on the Albany VORTAC to its point of intersection with the arc of a 9-mile radius circle centered on the Schenectady VOR (42°51'05" N., 73°56'05" W.), thence clockwise along the arc of the 9-mile radius circle centered on the Schenectady VOR to its point of intersection with a line 2 miles south and parallel to the extended centerline of the Schenectady County Airport Runway 28, thence west along this parallel line to its point of intersection with the arc of a 13-mile radius circle centered on the Schenectady VOR, thence clockwise along the arc of this 13-mile radius circle to its point of intersection with the Schenectady VOR 342° radial, thence north along a line bearing 356° from this point to the point of intersection of this line and the arc of a 19-mile radius circle centered on the Schenectady VOR, thence clockwise along the arc of the 19-mile radius circle centered on the Schenectady VOR to its point of intersection with the arc of a 23-mile radius circle centered on the Albany VORTAC;
within 5 miles each side of the Albany VORTAC 082° radial, extending from the Albany VORTAC to 18.5 miles east of the VORTAC;
within a 6.5-mile radius of the center lat. 43°03'00" N., long. 73°51'30" W., of Saratoga County Airport, Saratoga Springs, N. Y., and within 4 miles each side of the Cambridge VORTAC 279° radial, extending from 43 miles west of the Cambridge VORTAC to the 6.5-mile radius area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 44°00' 00" N., long. 73°47'00" W.; to lat. 44°00'00" N., long. 73°16'00" W.; to lat. 43°47'00" N., long. 72°39'00" W.; to lat. 43°11'00" N., long. 72°39'00" W.; to lat. 42°02'00" N., long. 73°16'00" W.; to lat. 42°01'00" N., long. 74°30'00" W.; to lat. 43°19'00" N., long. 74°30'00" W.; to point of beginning.

Albany, Ohio
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the University of Ohio Airport (latitude 39°12'38" N., longitude 82°13'53" W.).

Albert Lea, Minn.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Albert Lea Airport (latitude 43°40'52" N., longitude 93°22'04" W.); within 3 miles each side of the 356° bearing from the Albert Lea Municipal Airport extending from the 5½-mile radius to 8 miles north of the airport.

Albertville, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Albertville Municipal Airport (latitude 34°13'54" N., longitude 86°15'08" W.); within 3 miles each side of the 048° bearing from Saratoga RBN (latitude 34°15'00" N., longitude 86°13'25" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Albia, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Albia Municipal Airport (lat. 40°59'40"N., long. 92°45'46"W.).

AMENDMENTS 10/4/79 44 F. R. 47324 (Added)

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.

Albion, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°10'24"N., 78°16'29"W., of Pine Hill Airport, Albion, N. Y., and within 2.5 miles each side of the Rochester, N. Y., VORTAC 277° radial, extending from the 5-mile radius area to 20 miles west of the VORTAC.

AMENDMENTS 3/22/79 44 F. R. 5646 (Added)

Albuquerque, N. Mex.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Albuquerque International Airport (latitude 35°02'42" N., longitude 106°36'02" W.) and within a 10.5-mile radius of Alameda Airport (latitude 35°11'30" N., longitude 106°40'00" W.).

Alexander City, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Thomas C. Russell Field Airport (latitude 32°55'15" N., longitude 85°57'45" W.); within 3 miles each side of the 171° bearing from the Alexander City RBN (latitude 32°53'10" N., longitude 85°57'30" W.), extending from the 5-mile radius area to 8.5 miles south of the RBN.

Alexandria, La.
That airspace extending upward from 700 feet above the surface within a 16-mile radius of England AFB (latitude 31°19'40" N., longitude 92°33'05" W.), within a 7-mile radius of Esler Regional Airport (latitude 31°23'45" N., longitude 92°17'40" W.), and within 4 miles each side of the Esler VOR 155° radial extending from the Esler Regional Airport 7-mile radius area to 17 miles southeast of the VOR.

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, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Alexandria Municipal Airport (latitude 45°52'00" N., longitude 95°23'40" W.); and within 2 miles each side of the Alexandria VORTAC 231° radial, extending from the 7-mile radius area to the VORTAC.

Algona, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Algona Municipal Airport (latitude 43°04'30" N., longitude 94°16'15" W.); and within 3.5 miles each side of the 297° bearing from the Algona Municipal Airport, extending from the 7-mile radius area to 11.5 miles northwest of the airport.

Allegan, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Padgham Field Airport (latitude 42°31'55" N., longitude 85°49'45" W.); and within 2½ miles each side of the 072° radial of the Pullman VORTAC, extending from the 7-mile radius area to 22 miles east of the VORTAC, excluding the portion which overlies the Battle Creek, Michigan 700-foot floor transition area.

Allendale, S. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Allendale County Airport (latitude 35°59'30" N., longitude 81°16'05" W.); within 2.5 miles each side of Allendale VOR 329° radial, extending from the 6-mile radius area to 8.5 miles northwest of the VOR.

Allentown, Pa.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the center, 40° 39'16" N., 75°26'11" W. of Allentown-Bethlehem-Easton Airport, Allentown, Pa., extending clockwise from a 311° bearing to a 001° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 001° bearing to a 028° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 028° bearing to a 311° bearing from the airport; within a 9-mile radius of the center, 40°34'13" N., 75°29'19" W. of Allentown-Queen City Municipal Airport, Allentown, Pa.; within 3.5 miles each side of the Allentown-Bethlehem-Easton Airport localizer southwest course, extending from the OM to 11.5 miles southwest of the OM; within 4.5 miles west and 6.5 miles east of the Allentown VORTAC 358° radial extending from the VORTAC to 17.5 miles north of the VORTAC; within 5 miles each side of the East Texas VORTAC 103° and 283° radials, extending from 1 mile east of the VORTAC to 8.5 miles west of the VORTAC; within 5 miles each side of the East Texas VORTAC 095° radial, extending from the 9-mile radius area to the East Texas VORTAC; within a 15-mile radius of the Allentown VORTAC extending clockwise from the Allentown VORTAC 358° radial to the Allentown VORTAC 104° radial; within 4.5 miles northeast and 6.5 miles southwest of the Allentown-Bethlehem-Easton Airport localizer northwest course, extending from the OM to 11.5 miles northwest of the OM.

Alliance, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Alliance Municipal Airport (lat. 42°03'11.3"N., long. 102°48'25.3"W.); within 3 miles each side of the Alliance VOR 145° radial, extending from the 10-mile radius area to 12 miles southeast of the VOR.

Alliance, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 40°59'00" N., long. 81°02'30" W. of Miller Airport, Alliance, Ohio, and within a 5.5-mile radius of the center, lat. 40°54'22" N., long. 81°00'02" W. of Tri-City Airport, Sebring, Ohio.

Alma, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bacon County Airport (lat. 31°32'17" N., long. 82°30'33" W.). This transition area is effective from 0600 to 2200 hours, local time, daily.

Alma, Mich.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Gratiot Community Airport (latitude 43°19'15" N., longitude 84°41'12" W.); within 4 miles either side of a 267° bearing from Gratiot Community Airport extending from the 6.5-mile radius area to 15 miles west of the airport.

Almyra, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Almyra Municipal Airport (latitude 34°24'30" N., longitude 91°27'30" W.).

Alpena, Mich.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Alpena VORTAC; within 9½ miles west and 4½ miles east of the 360° bearing from the Alpena RBN, extending from the 17-mile radius area to 18½ miles north of the RBN; within 9½ miles west and 4½ miles east of the 346° radial of the Alpena VORTAC extending from the 17-mile radius area to 18½ miles north of the VORTAC; within 9½ miles southwest and 4½ miles northeast of the 305° radial of the Alpena VORTAC extending from the 17-mile radius area to 18½ miles northwest of the VORTAC; and within 9½ miles east and 4½ miles west of the Alpena VORTAC 186° radial extending from the 17-mile radius area to 18½ miles south of the VORTAC.

Alpine, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center of the Alpine Municipal Airport (latitude 30°23'00" N., longitude 103°41'00" W.) and extending 6.0 miles west and 9.5 miles east of the 023° bearing from the airport coordinates to a point 24.5 miles north of the airport coordinates.

Altoona, Pa.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 40°17'51"N., long. 78°19'10"W., of Altoona-Blair County Airport, extending clockwise from 061° bearing to a 076° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 076° bearing to a 096° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 096° bearing to a 128° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 128° bearing to a 158° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 158° bearing to a 180° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 180° bearing to a 245° bearing from the airport, within an 11-mile radius of the center of the airport, extending clockwise from a 245° bearing to a 260° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 260° bearing to a 314° bearing from the airport, within a 9-mile radius of the center of the airport, extending clockwise from a 314° bearing to a 357° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 357° bearing to a 031° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 031° bearing to a 061° bearing from the airport; and within 9.5 miles northwest and 4.5 miles southeast of the Altoona, Pa., VOR 026° radial, extending from the VOR to 18.5 miles northeast of the VOR.

Alturas, Calif.
That airspace extending upward from 700 feet above the surface within a five-mile radius of Alturas Municipal Airport (lat. 41°29'02"N., long. 120°33'49"W.) and within three miles each side of the Alturas NDB (lat. 41° 28'16"N., long. 120°33'25"W.) 167° bearing, extending from the five-mile radius area to nine miles south of the NDB; that airspace extending upward from 1,200 feet above the surface, within six miles east and nine miles west of the 167° and 347° bearings extending from the NDB to 21 miles south and nine miles north of the NDB and within five miles each side of the 079° and 239° bearings extending from the NDB to west edge of V-165 and the east edge of V-452.

Alva, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Alva Municipal Airport (latitude 36°46'00" N., longitude 98°40'00" W.); within 2 miles each side of the 170° bearing from the Alva RBN (latitude 36°46'47" N., longitude 98°40'34" W.), extending from the 5-mile radius area to 8 miles south of the RBN.

Amarillo, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Amarillo Air Terminal (latitude 35°13'10" N., longitude 101°42'40" W.).

Americus, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Souther Field (lat. 32°07'00" N., long. 84°11'30" W.); within 3 miles each side of the 041° bearing from Souther RBN (lat. 32°06' 39" N., long. 84°11'07" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Ames, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Ames Municipal Airport (latitude 41°59'25" N., longitude 93°37'05" W.), and within 3 miles each side of the 127° bearing from Ames Municipal Airport, extending from the 5½-mile radius area to 7 miles southeast of the airport.

Anahuac, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chambers County Airport (latitude 29°46'12"N., longitude 94°39'51"W.) and within 3 miles each side of the 137° bearing from the Chambers County RBN (latitude 29°46'23"N., longitude 94°39'47"W.) extending from the 5-mile-radius area to 8.5 miles southeast of the RBN.

Anchorage, Alaska
That airspace extending upward from 700 feet above the surface within an 18-mile radius of the Anchorage International Airport (latitude 61°10'16" N., longitude 149°58'48" W.); that airspace extending upward from 1,200 feet above the surface within an 85-mile radius of the Anchorage VORTAC; 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 an 8.5-mile radius of Anderson Municipal Airport (lat. 40°06'30" N., long. 85°36'55" W.) and within 4 miles each side of the 298° bearing from the airport, extending from the 8.5-mile radius to 12 miles northwest of the airport; excluding the airspace that overlies the Muncie transition area.

Anderson, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Anderson County Airport (latitude 34°29'40" N., longitude 82°42'30" W.).

Andover, N. J.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center, 41° 00'00" N., 74°44'00" W. of Aeroflex-Andover Airport, Andover, N. J., extending clockwise from a 053° bearing to a 103° bearing from the airport, within a 9.5-mile radius of the center of the airport, extending clockwise from a 103° bearing to a 174° bearing from the airport; within an 8.5-mile radius of the center of the airport extending clockwise from a 174° bearing to a 225° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 295° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 295° bearing to a 053° bearing from the airport; within 1.5 miles each side of the Stillwater, N. J., VORTAC 083° radial, extending from the 7-mile radius area to the Stillwater, N. J., VORTAC.
That airspace extending upward from 1200 feet above the surface bounded by a line beginning at: 41°19'00" N., 74°33'00" W.; 40°49'00" N., 74°37'00" W.; 40°48'00" N., 75°00'00" W.; 40°56'16" N., 75°11'04" W.; 41°31'00" N., 75°07'00" W. to point of beginning.

Andrews, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Andrews Municipal Airport (lat. 33°27'30"N., long. 79°31'57"W.); within 3 miles each side of the 171° bearing from the Punch RBN (lat. 33°27'29"N., long. 79°32'00"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Andrews, Tex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Andrews County Airport (lat. 32°20'00"N., long. 102°31'31"W.) and within 3.5 miles each side of the 355° bearing from the Andrews RBN (lat. 32°20'45"N., long. 102°32'07"W.) extending from the 9-mile radius area to 11.5 miles north of the RBN.

Angola, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Tri-State Airport (latitude 41°38'22" N., longitude 85°05'12" W.), and within 3 miles either side of the 239° bearing from the airport extending from the 7-mile radius to 8 miles southwest of the airport.

Aniak, Alaska
That airspace extending upward from 700 feet above the surface within a 22.5 mile radius of the Aniak localizer (lat. 61°35'02"N., long. 159°33'01"W.) extending from a bearing of 238°T (218°M) clockwise to 049°T (029°M) from the Aniak NDB; within 4.5 miles southwest and 9.5 miles northeast of the Aniak localizer west course extending from the localizer to 25.5 miles west of the localizer; within 9.5 miles southwest and 4.5 miles northeast of the Aniak NDB 114°T (094°M) bearing extending from the NDB to 22 miles southeast of the NDB; and within 9.5 miles southeast and 4.5 miles northwest of the Aniak NDB 230°T (210°M) bearing extending from the NDB to 24 miles southwest of the NDB.

Annette Island, Alaska
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Annette Island VORTAC; and that airspace extending upward from 1,200 feet above the surface within 6 miles northeast and 9 miles southwest of the Nichols, Alaska, RBN 331° bearing, extending from the RBN to 28 miles NW of the RBN; and within 14 miles northeast and 22 miles southwest of the Annette Island VORTAC 150° radial, extending from the VORTAC to 30 miles southeast of the VORTAC; excluding the portion outside the United States.

Anniston, Ala.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Anniston-Calhoun County Airport (latitude 33°35'23" N., longitude 85°51'20" W.); within a 12-mile radius of Talladega Municipal Airport (latitude 33°34'07" N., longitude 86°03'36" W.); within 9.5 miles southeast and 4.5 miles northwest of Talladega VORTAC 223° radial, extending from the 12-mile radius area to 18.5 miles southwest of the VORTAC; within 9.5 miles south and 4.5 miles north of the Talladega VORTAC 252° radial, extending from the 12-mile radius area to 18.5 miles west of the VORTAC; within an 8-mile radius of St. Clair County Airport, Pell City, Ala. (lat. 33°33'22" N., long. 86°14'58" W.); excluding the portion within R-2101.

Anoka, Minn.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Gateway North Industrial Airport (latitude 45°13'50" N., longitude 93°26'40" W.); excluding that portion overlying the Minneapolis transition area.

Antigo, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Langlade County Airport (latitude 45°09'20" N., longitude 89°06'33" W.); within 3 miles each side of the 358° bearing from the airport extending from the 5-mile radius area to 8 miles north of the airport.

Arcata, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the 323° bearing from the Arcata, Calif., RBN, extending from the RBN to 7.5 miles northwest of the RBN; that airspace bounded on the north by latitude 40°57'00" N., on the northeast by a line 2 miles northeast of and parallel to the ILS localizer southeast course, on the south by latitude 40°45'00" N., on the southwest by a line 2 miles southwest of and parallel to the 129° and 309° bearings from the Murray Airport latitude 40°48'18" N., longitude 124°03'52" W., on the west by a line 1 mile west of and parallel to the 219° bearing from the Arcata, Calif., RBN; that airspace extending upward from 1,200 feet above the surface, bounded on the north by latitude 41°16'00" N., on the east and south by a line 9 miles northeast of and parallel to the 333° and 153° bearings from the Arcata, Calif., RBN to latitude 40°34'00" N., latitude 40°22'00" N., longitude 124°12'00" W., thence to latitude 40°22'00" N., longitude 124°30'00" W., on the west by longitude 124°30'00" W., within 9 miles each side of the Fortuna, Calif., VORTAC 110° radial, extending from the VORTAC to 61 miles east of the VORTAC, and that airspace within an arc of a 28-mile radius circle centered on the Fortuna, Calif., VORTAC extending counterclockwise from the northeast edge of V-27 to the south edge of V-195.

Ardmore, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Ardmore Municipal Airport (latitude 34°18'00" N., longitude 97°00'50" W.); within a 5-mile radius of the Downtown Ardmore Airport (latitude 34°09'30" N., longitude 97°08'00" W.); within 2 miles each side of the Ardmore VOR 233° and 053° radials, extending from the 7-mile radius area to 8 miles SW of the VOR; within 2 miles N and 8 miles S of the 265° and 085° bearings from the Ardmore RBN, extending from 3 miles E to 8 miles W of the RBN.; and within 3.5 miles each side of the 168° bearing from the Downtown Ardmore NDB (latitude 34°09'20"N., longitude 97°07'35"W.) extending from the 5-mile-radius area to 11.5 miles south of the NDB.

Arkadelphia, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Arkadelphia Municipal Airport (latitude 34°06'15" N., longitude 93°03'45" W.), and within 3.5 miles each side of the 216° bearing from the Arkadelphia RBN (latitude 34°03'19" N., longitude 93°06'17" W.) extending from the 6.5-mile radius area to 11.5 miles southwest of the RBN.

Arkansas
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Arkansas.

Arkansas City/Winfield, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Strother Field (latitude 37°10'10" N., longitude 97°02'25" W.); and within 5 miles each side of the 175° bearing from Strother Field, extending from the 7-mile radius area to 15 miles south to the airport.

Artesia, N. Mex.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Artesia Municipal Airport (lat. 32°50'58" N., long. 104°28'02" W.); and within 3.5 miles each side of the Artesia NDB (lat. 32°51'11" N., long. 104°27'34" W.) 152° bearing, extending from the 9.5-mile radius area to 12 miles south of the NDB; within 3.5 miles each side of the Artesia, N. Mex., NDB 296° bearing extending from the 9.5-mile radius area to 12 miles northwest of the NDB.

Asheboro, N. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Asheboro Municipal Airport (latitude 35°39'18" N., longitude 79°53'41" W.), within 3 miles each side of the 051° bearing from the City Lake RBN, (latitude 35°42'58" N., longitude 79°51'56" W.), extending from the 8-mile radius area to 8.5 miles northeast of the RBN.

Asheville, N. C.
That airspace extending upward from 700 feet above the surface within 7 miles east and west of the 160° and 340° bearings from Biltmore RBN, extending from 7 miles north of Biltmore RBN to 12 miles south of Broad River RBN; within 9.5 miles east and 4.5 miles west of the ILS localizer south course, extending from Broad River RBN to 18.5 miles south of the RBN; within 5 miles each side of Sugarloaf Mountain VORTAC 230° radial, extending from the VORTAC to Broad River RBN; within 3 miles each side of the 339° bearing from Biltmore RBN, extending from the RBN to 8.5 miles north of the RBN.

Ashland, Ky.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Ashland-Boyd County Airport (lat. 38°33'00" N., long. 82°44'15" W.); within 2.5 miles each side of York VORTAC 117° radial, extending from the 8-mile radius area to 0.5 mile east of the VORTAC; excluding the portion within Huntington, W. Va., transition area.

Ashland, Ohio
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Ashland County Airport (latitude 40°54'11" N., longitude 82°15'21" W.); within 3 miles each side of the 002° bearing from the airport extending from the 5½-mile radius area to 12 miles north of the airport, excluding that portion which overlies the Mansfield, Ohio, transition area.

Ashland, Va.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center (lat. 37°42'27"N., long. 77°26'11"W.) of Hanover County Municipal Airport, Ashland, Va., and within 2.5 miles each side of the Richmond, Va., VORTAC 336° radial, extending from the 5.5-mile radius area to 22 miles northwest of the VORTAC.

Ashland, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the John F. Kennedy Memorial Airport (lat. 40°32'59"N., long. 90°56'06"W.) and within 4.5 miles west and 10.5 miles east of the Ashland, Wis., VOR 205° radial, extending from the 8-mile radius area to 18.5 miles southwest of the Ashland, Wis., VOR.

AMENDMENTS 10/4/79 44 F. R. 50036 (Rewritten)

Ashtabula, Ohio
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Ashtabula County Airport, Ashtabula, Ohio (lat. 41°46'40" N., long. 80°41'45" W.) and within 3.5 miles each side of the Jefferson VORTAC 243° radial extending from the 8-mile radius area to 11.5 miles southwest of the VORTAC.

Aspen, Colo.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 39°41'00" N., longitude 107°12'30" W., to latitude 39°31'30" N., longitude 107°25'00" W., to latitude 39°17'30" N., longitude 107°09'00" W., to latitude 39°10'24" N., longitude 106°56'04" W.; thence clockwise via a 5-mile arc from the Aspen-Pitkin County Airport (latitude 39°13'30" N., longitude 106°52'09" W.) to latitude 39°16'33" N., longitude 106°48'12" W., to latitude 39°27'30" N., longitude 107°01'00" W. to point of beginning.

Astoria, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Astoria VOR 309° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport, Astoria, Oreg. (latitude 46°09'25" N., longitude 123°52'40" W.) to 8 miles NW of the Fort Stevens FM (latitude 46°12'31" N., longitude 123°57'51" W.), and within 2 miles each side of the Astoria VOR 347° radial, extending from the arc of a 5-mile radius circle centered at the Clatsop County Airport to 8 miles N of the VOR; within 4.5 miles north and 9.5 miles south of the Astoria VOR 268° radial, extending from the western edge of V-27 to a point 18.5 miles west of the VOR; and that airspace extending upward from 1,200 feet above the surface within 6 miles NE and 5 miles southwest of the Astoria, Oreg., VOR 147° and 327° radials, extending from 7 miles southeast to 13 miles northwest of the VOR; within 9 miles south and 2 miles north of the Astoria VOR 268° radial; extending from the VOR to 13 miles west of the VOR; within 5 miles northeast and 8 miles southwest of the Astoria VOR 309° radial, extending from the Fort Stevens fan marker to 12 miles northwest of the fan marker and within 8 miles northeast and 6 miles southwest of the Astoria VOR 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.

Athens, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Athens Municipal Airport (latitude 33°56'54" N., longitude 83°19'37" W.).

Athens, Tenn.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of McMinn County Airport (lat. 35°23'45" N., long. 84°33'45" W.).

Athens, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jones Municipal Airport (latitude 32°10'00" N., longitude 95°50'00" W.); within an 8.5-mile radius of Lochridge Ranch Airport (latitude 31°59'21" N., longitude 95°57'03" W.); within 3.5 miles each side of the 176° bearing from the Athens RBN (latitude 32°09'35" N., longitude 95°49'50" W.) extending from the 5-mile radius area to 11.5 miles south of the RBN; within 3 miles each side of a 211° bearing from the Athens RBN extending from the 5-mile radius area to the 8.5-mile radius area; and within 4.5 miles each side of the 356° bearing from the Lochridge Ranch RBN (latitude 32°03'48" N., longitude 95°57'27" W.) extending from the 8.5-mile radius area to 10.5 miles N of the RBN.

Atlanta, Ga.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of The William B. Hartsfield Atlanta International Airport (latitude 33°38'31" N., longitude 84°25'34" W.); within 4.5 miles north and 9.5 miles south of the 091° bearing from Bruce RBN, extending from the 15-mile radius area to 18.5 miles east of the RBN; within 9.5 miles south and 4.5 miles north of Atlanta ILS Runway 9R localizer west course, extending from the 15-mile radius area to 18.5 miles west of the LOM; within a 10-mile radius of Charlie Brown County Airport (latitude 33°46'35" N., longitude 84°31'15" W.);within an 11.5-mile radius of Dobbins AFB/NAS Atlanta (latitude 33°54'54" N., longitude 84°30'59" W.); within 4 miles each side of the Dobbins TACAN 301° radial, extending from the 11.5-mile radius area to 11.5 miles northwest of the TACAN; within an 8.5-mile radius of De Kalb-Peachtree Airport (latitude 33°52'30" N., longitude 84°18'10" W.); within a 6.5-mile radius of Falcon Field Airport, Peachtree City, GA. (latitude 33°21'23"N., longitude 84°34'07"W.).

Atlanta, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Atlanta Municipal Airport (latitude 33°06'10" N., longitude 94°11'40" W.) and within 3 miles each side of the 237° bearing from the NDB (latitude 33°06'13" N., longitude 94°11'25" W.) extending from the 5-mile radius area to a point 8 miles southwest of the NDB.

Atlantic, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Atlantic Municipal Airport (latitude 41°24'20" N., longitude 95°02'45" W.); and within 5 miles NE and 8 miles SW of the 313° bearing from the Atlantic, Iowa, RBN, extending from the RBN to 12 miles NW.

Atlantic City, N. J.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 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.

Atterbury, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bakalar AFB (latitude 39°15'50" N., longitude 85°53'55" W.) and within 2 miles each side of the 044° bearing from the AFB, extending from the 6-mile radius zone to 12 miles NE of the AFB.

Auburn, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Auburn-Opelika Airport (latitude 32°36'52" N., longitude 85°25'52" W.).
PENDING AMENDMENT
The Auburn, Ala., transition area is amended by deleting "Auburn-Opelika Airport" and substituting "Auburn-Opelika Robert G. Pitts Airport" therefor.

AMENDMENTS 1/24/80 44 F. R. 67105 (Changed)

Auburn, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Auburn-De Kalb Airport (latitude 41°18'25" N., longitude 85°04'00" W.); and within 2½ miles each side of the Fort Wayne, Ind., VORTAC 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.).

Auburn, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°03' 00" N., 70°17'00" W., of Auburn-Lewiston Municipal Airport; within 3 miles each side of the 204° and 024° bearing from the Poland Springs, Maine, NDB, 43°57'47" N., 70°20'14" W., extending from the 5-mile radius area to 9 miles southwest of the NDB; within 2 miles each side of the 048° bearing from the Poland Springs, Maine, NDB extending from the NDB to 13 miles northeast of the NDB.

Audubon, Iowa
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Audubon Municipal Airport (latitude 41°42'30" N., longitude 94°55'00" W.).

Augusta, Ga.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Bush Field (lat. 32°22'10" N., long. 81°57'55" W.); within 9.5 miles west and 4.5 miles east of Augusta ILS localizer south course, extending from the 11-mile radius area to 18.5 miles south of the LOM; within a 9-mile radius of Daniel Field (lat. 33°27'55" N., long. 82°02'25" W.); within a 7-mile radius of Thomson-McDuffie Airport, Thomson, Ga. (lat. 33°31'45" N., long. 82°31'00" W.); within 9.5 miles north and 4.5 miles south of the 090° bearing from McDuffie RBN (lat. 33°31'45" N., long. 82°26'30" W.), extending from the 7-mile radius area to 18.5 miles east of the RBN.

Augusta, Maine
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center of the Augusta State Airport, (lat. 44°19'N., long. 69°48'W.) and within 6.5 miles northeast and 9.5 miles southwest of the 328° radial of the Augusta VORTAC extending 24 miles northwest of the Augusta VORTAC, and within an 11.5-mile radius of the center of Waterville Robert LaFleur Airport (lat. 44°32'10"N., long. 69°40'30"W.), Waterville, Maine, and within 4.5 miles southwest and 9.5 miles northeast of the Augusta VORTAC 156° radial extending 19.0 miles southeast of the Augusta VORTAC; excluding that portion which coincides with the Wiscasset, Maine, 700-foot Transition Area.

Aurora, Nebr.
That airspace extending upward from 700 feet above the surface within a 5 mile radius of Aurora Municipal Airport (lat. 40°53'34"N., long. 97°59'37"W.) and within 2 miles each side of the 110° radial of the Grand Island VOR, extending from the 5 mile radius to 7 miles west of the airport, excluding that portion which overlies the Grand Island, Nebraska, transition area and within 3 miles each side of the 358° bearing from the Aurora, Nebraska, NDB extending from the 5 mile radius to 8.5 miles north of the airport.

Aurora, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Aurora State Airport (latitude 45°15'00" N., longitude 122°46'10" W.) and within 2.5 miles each side of the 126° radial of the Newberg VORTAC, extending from the 5-mile radius area to the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles southwest and 4.5 miles northeast of the 306° radial of the Newberg VORTAC, extending from the VORTAC to 18.5 miles northwest of the VORTAC.

Austin, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Austin Municipal Airport (latitude 43°40'00" N., longitude 92°56'00" W.); within 3 miles each side of the Austin VOR 360° radial extending from the 5-mile radius to 8 miles north of the VOR; and within 3 miles each side of the Austin VOR 175° radial extending from the 5-mile radius to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 21½-mile radius of the Austin Municipal Airport; excluding the portions which overlie the Rochester, Minn., Albert Lea, Minn., and Mason City, Iowa, transition areas.

Austin, Tex.
That airspace extending upward from 700 feet above the surface within a 16-mile radius of Robert Mueller Municipal Airport (latitude 30°17'55" N., longitude 97°42'00" W.); within 2 miles each side of the Bergstrom ILS localizer south course, extending from the 16-mile radius area to 12 miles south of the LOM.

Ava, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bill Martin Memorial Airport (lat. 36°58'19"N., long. 92°40'52"W.), and within 2 miles each side of the 107° radial of the Dogwood, Mo., VORTAC, extending from the VORTAC to the 5-mile radius area, and within 2.5 miles each side of the 133° bearing from the airport extending from the 5-mile radius area to 6 miles southeast.

AMENDMENTS 11/29/79 44 F. R. 57077 (Added)

Babylon, N. Y.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Republic Airport, Farmingdale, N. Y. (latitude 40°43'45" N., longitude 73°24'50" W.); within 4.5 miles northeast and 6.5 miles southwest of the Republic Airport ILS localizer northwest course, extending from the outer marker (latitude 40°46'35" N., longitude 73°28'59" W.) to 11.5 miles northwest of the outer marker; within 3.5 miles each side of a 155° bearing from the Babylon, N. Y., radio beacon extending from the 10-mile radius area to 11.5 miles southeast of the radio beacon; within 3.5 miles each side of a 165° bearing from the Babylon, N. Y., radio beacon extending from the 10-mile radius area to 11.5 miles southeast of the radio beacon; within a 9.5-mile radius of Grumman-Bethpage Airport (latitude 40°44'45" N., longitude 73°29'30" W.).

Bad Axe, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Huron County Airport (latitude 43°47'00" N., longitude 82°59'00" W.); within 3 miles each side of the 023° and 215° bearings from the Huron County Airport extending from the 5-mile radius area to 8 miles northeast and southwest of the airport.

Bainbridge, Ga.
That airspace extending from 700 feet above the surface within a 6.5-mile radius of Commodore Decatur Airport (lat. 30°54'55"N., long. 84°36'16"W.).

Baker, Oreg.
That airspace extending upward from 1,200 feet above the surface within 8 miles northeast and 6 miles southwest of the Baker VORTAC 138° and 317° radials extending from 14 miles southeast to 16 miles northwest of the VORTAC and within 10 miles west and 5 miles east of the Baker VORTAC 345° radial, extending from the VORTAC to the south edge of V-298.

Bakersfield, Calif.
That airspace extending upward from 700 feet above the surface within 4.5 miles each side of the Bakersfield ILS localizer southeast course, extending from an arc of a 5-mile radius circle centered on Meadows Field, Bakersfield, Calif., (lat. 35°25'40"N., long. 119°03'05"W.) to 7 miles southeast of the LOM, within 4.5 miles each side of the Bakersfield VORTAC 144° radial, extending from an arc of a 5-mile radius circle centered on Meadows Field to 17.5 miles southeast of the VORTAC, within 4.5 miles each side of the Bakersfield ILS localizer northwest course, extending from an arc of a 5-mile radius circle centered on Meadows Field to 21.5 miles northwest of the LOM and within 4.5 miles each side of the Bakersfield VORTAC 338° radial, extending from the VORTAC to 13 miles north of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 36°00'00" N., on the east by longitude 118°45'00" W., on the south by latitude 35°05'00" N., and on the west by a line extending from latitude 35°05'00" N., longitude 120°05'00" W. to latitude 35°43'50" N., longitude 120°05'00" W. to latitude 35°43'50" N., longitude 119°30'00" W. to latitude 36°00'00" N., longitude 119°30'00" W.

Baltimore, Md.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 39°10' 26" N., 76°40'12" W., of Baltimore Washington International Airport, Baltimore, Md.; within a 15-mile radius arc of the
Baltimore VORTAC extending clockwise from the Baltimore VORTAC 230° radial to the 342° radial; within 3.5 miles each side of the centerline of Baltimore Washington International Airport runway 10, extended to 8.5 miles east of the end of the runway; within 4.5 miles north and 6.5 miles south of the Baltimore Washington International Airport ILS
localizer west course, extending from the OM to 11.5 miles west of the OM; within an 8.5-mile radius of the center 39°19'40"N., 76°24'57"W. of Glenn L. Martin State Airport, Baltimore,
Md.; within a 9-mile radius of the center of the airport, extending clockwise from a 239° bearing to a 256° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 256° bearing to a 270° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 270° bearing to a 320° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 348° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 348° bearing to a 007° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 007° bearing to a 027° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 027° bearing to a 054° bearing from the airport; within 3.5 miles each side of a 129° bearing from the Martin, Md., RBN, extending from
the Glenn L. Martin State Airport 8.5-mile radius area to 11.5 miles southeast of the RBN; within 5 miles each side of the Martin, Md. TACAN 317° radial, extending from the Glenn L. Martin State Airport 8.5-mile radius area to 17.5 miles northwest of the TACAN.
Within 4.5 miles each side of a 357° bearing and a 177° bearing, from a point 39°09'15"N., 77°03'24"W., extending from 3.5 miles north of said point to 6 miles south of said point; within 4.5 miles each side of a 197° bearing and a 017° bearing from a point 39°30'21"N., 76°31'46"W., extending from 3.5 miles north of said point to 6 miles south of said point.

AMENDMENTS 12/26/78 43 F. R. 60144 (Changed)

Bangor, Maine
That airspace extending upward from 700 feet above the surface, bounded by a line beginning at: lat. 45° 09'50"N., long. 68°35'30"W., to lat. 45°04'40"N., long. 68°20'40"W., to lat. 44°59'00"N., long. 68°30'00"W., to lat. 44°52'45"N., long. 68°36'45"W., to lat. 44°43'30"N., long. 68°18'10"W., to lat. 44°37'40"N., long. 68° 21'40"W., to lat. 44°27'30"N., long. 68°36'50"W., to lat. 44°36'25"N., long. 68°49'45"W., to lat. 44°40' 50"N., long. 69°03'25"W., to lat. 44°54'45"N., long. 69°02'45"W., to lat. 44°57'50"N., long. 68°57'20"W., to lat. 44°59'45"N., long. 68°47'50"W., to the point of beginning; excluding that portion which coincides with the Bar Harbor, Maine, 700 foot transition area; and that airspace
extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 44°20'10" 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 lat. 43°44'00" N., long. 69° 19'42" 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 latitude 44°47'45" N., longitude 66°53'00" W., thence by a line 3-nautical miles from and parallel to the U. S. shoreline to the point of beginning.

Baraboo, Wis.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Baraboo-Wisconsin Dells Airport (latitude 43°31'30" N., longitude 89°46'15" W.); witin an 11-mile radius of the Reedsburg Airport (latitude 43°31'44" N., longitude 89°59'06" W.) and within a 10-mile radius of the Portage Airport (latitude 43°33'35" N., longitude 89°23'58" W.).

Bardstown, Ky.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Samuels Field (lat. 37°48'55" N., long. 85°29'58" W.); within 3 miles each side of the 022° bearing from Bardstown RBN (lat. 37°50' 52" N., long. 85°29'00" W.), extending from the 5.5-mile radius area to 8.5 miles north of the RBN.

Bar Harbor, Maine
That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center (lat. 44°26'56" N., long. 68°21'42" W.) of the Bar Harbor Airport excluding that airspace previously designated as the Bangor, Maine, 700-foot transition area. Within 4.5 miles west and 9.5 miles east of the Bar Harbor ILS localizer course extending from the 12.5-mile radius to 11.5 miles north of the Surry (BH) NDB.

Barnesville, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 40° 00'10" N., long. 81°11'30" W., of the Bradfield Airport, Barnesville, Ohio.

Barnwell, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Barnwell County Airport (lat. 33°15'26" 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.

artlesville, Okla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Phillips Airport lat. 36°45'46"N., long. 96°00'38"W.); and within 5 miles each side of the Bartlesville VORTAC 175° radial xtending from the 9-mile radius to 21.5 miles south of the VORTAC; and within 5.5 miles west and 3.5 miles ast of the Bartlesville localizer north course extending from the 9-mile radius to 12 miles north of the ORTAC.

istrop, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Morehouse Memorial irport (latitude 32°45'25" N., longitude 91°52'50" W.) and within 2 miles each side of the Monroe VORTAC 30° radial extending from the 5-mile radius area to 19 miles northeast of the VORTAC,and within 3 miles each ide of the 159° bearing from the NDB (latitude 32°45'28" N., longitude 91°52'53" W.) extending from the 5-ile radius area to 8 miles southeast of the NDB.

Batavia, N. Y.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center lat. 3°01'45"N., long. 78°10'15"W., of Genesee County Airport, Batavia, N. Y., and within 2.5 miles each side of the Rochester, N. Y., VORTAC 257° radial, extending from the 5.5-mile radius area to 19.5 miles west of the VORTAC.

Batesville, Ark.
That airspace extending upward from 700 feet above the surface within a 15-statute mile radius of Batesville egional Airport, Batesville, Ark. (latitude 35°43'44"N., longitude 91°38'32"W.); and within 3.5 miles each ide of the 255° bearing from the Batesville NDB (latitude 35°42'13" N., longitude 91°45'03" W.), extending from he 15-mile radius area to 11.5-statute miles west of the NDB; excluding that portion which overlies the Heber prings, Ark., transition area.

Baton Rouge, La.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ryan Airport latitude 30°31'55" N., longitude 91°09'00" W.); within 2 miles each side of the Baton Rouge ILS localizer south-east course extending from the 7-mile radius area to 7.5 miles southeast of Ryan Airport; within 5 miles north-east and 8 miles southwest of the Baton Rouge ILS localizer northwest course extending from the OM to 12 miles northwest; within 2 miles each side of the Baton Rouge VORTAC 071° radial extending from the 7-mile radius area o the VORTAC; within 2 miles each side of the Baton Rouge 068° radial extending from the 7-mile radius area to .5 miles east of the airport and within a 5-mile radius of the False River Airpark (latitude 30°42'55" N., ongitude 91°28'43" W.); within 2 miles each side of the 325° radial of the Baton Rouge VORTAC extending from he 5-mile radius area of the False River Airpark to the northwest ILS localizer extension.

Battle Creek, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Kellogg Field, Battle Creek, Mich. (latitude 42° 18' 35" N., longitude 85° 14' 55" W.), within 8 miles NW and 5 miles SE of the Battle Creek ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the OM, within a 13-mile radius of Kalamazoo Airport (latitude 42° 14' 07" N., longitude 85° 33' 10" W.); within 8 miles W and 5 miles E of the Kalamazoo ILS localizer N course extending from the 13-mile radius area to 17 miles N of the airport; within a 4-mile radius of Haines Field, Three Rivers, Mich. (latitude 41° 57' 30" N., longitude 85° 35' 30" W.), and within 8 miles NW and 5 miles SE of the 034° bearing from Haines Field, extending from the -mile radius area to 12 miles NE of the airport.

Battle Mountain, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lander County Airport latitude 40°36'03" N., longitude 116°52'25" W.) and within 5 miles each side of the Battle Mountain VORTAC 218° radial, extending from the VORTAC to 16 miles southwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles southeast and 9.5 miles northwest of the Battle Mountain 218° radial extending from the VORTAC to 23 miles southwest of the VORTAC, and within 6.5 miles south and 9 miles north of the Battle Mountain VORTAC 077° and 257° radials, extending from 8 miles west to 18.5 miles east of the VORTAC.

Baudette, Minn.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Baudette International Airport, Baudette, Minn. (latitude 48°43'15" N., longitude 94°36'00" W.); within 3 miles each side of the 106° bearing from the Baudette International Airport extending from the 5½-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles south and 9½ miles north of the 106° and 286° bearing from the Baudette International Airport, extending from 6 miles west to 18½ miles east of the airport; and within 5 miles each side of the 286° bearing from Baudette International Airport, extending from the airport to 12 miles west of the airport, excluding the portion outside the United States.

Baxley, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Baxley Municipal Airport (lat. 31°42'50" N., long. 82°23'25" W.); within 2 miles each side of Alma VORTAC 029° radial, extending from the 5-mile radius area to 8 miles north of the VORTAC.

Bay City, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bay City Municipal Airport (lat. 28°58'23"N., long. 95°51'48"W.), and within 3.5 miles either side of the 313° bearing from the NDB extending from the 5-mile radius to 11.5 miles northwest of the airport.

Bay Minette, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Bay Minette Municipal Airport (lat. 30°52'20" N., long. 87°49'30" W.).

Bay St. Louis, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Stennis International Airport (lat. 30°22'15" N., long. 89°27'16" W.).

Beatrice, Nebr.
That airspace extending upward from 700 feet above the surface within a six-mile radius of the Beatrice Municipal Airport (latitude 40°18'01" N., longitude 96°45'16" W.); and within five-miles each side of the Beatrice VOR 325° radial extending from the six-mile radius to 14 miles northwest of the VOR; that airspace extending upward from 1200 feet above the surface within twelve miles southwest and five miles northeast of the Beatrice VOR 325° radial extending from the VOR to 23 miles northwest of the airport excluding that portion which overlies the Lincoln, Nebr., transition area.

Beaufort, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Beaufort-Morehead City Airport (latitude 34°44'00" N., longitude 76°39'45" W.); within 3 miles each side of the 306° bearing from the Morehead RBN (latitude 34°43'49" N., longitude 76°39'15" W.), extending from the 6.5-mile radius to 8.5 miles north of the RBN.

Beaufort, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Beaufort MCAS (lat. 32°28'53"N., long. 80°43'10"W.); within 5 miles each side of Beaufort MCAS TACAN 037° radial extending from the 8.5-mile radius area to 9 miles northeast of the TACAN.
AMENDMENTS 11/29/79 44 F. R. 52677 (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.

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 10-mile radius of the center, 37° 46'54"N., 81°07'27"W., of Raleigh County Memorial Airport, Beckley, W. Va.; within a 14-mile radius of the center of Raleigh County Memorial Airport, extending clockwise from a 025° bearing to a 215° bearing from the airport; within 4.5 miles north and 9.5 miles south of the Beckley VORTAC 284° radial, extending from the VORTAC to 18.5 miles west of the VORTAC and within 4.5 miles each side of the Beckley VORTAC 200° radial, extending from the VORTAC to 11.5 miles south of the VORTAC.

AMENDMENTS 2/22/79 43 F. R. 58807 (Rewritten)

Bedford, Ind.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Virgil I. Grisson 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. Grisson Municipal Airport, extending from the 6½-mile radius area to 8 miles northwest of the airport.

Beeville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NAS Chase Field (lat. 28°21'50"N., long. 97°39'40"W.); within 2 miles each side of the NAS Chase TACAN 129° and 321° radials extending from the 7-mile radius area to 10 miles northwest and southeast of the TACAN; within 2 miles each side of the 339° bearing from the NAS Chase RBN extending from the 7-mile radius area to 12 miles north of the RBN; within a 6.5-mile radius of Beeville Municipal Airport (lat. 28°22'00"N., long. 97°48'00"W.) within 3.5 miles each side of the 138° bearing from the Beeville NDB (lat. 28°22'03"N., long. 97°47'39"W.) extending from the 6.5-mile radius to 11.5 miles southeast of the NDB.

AMENDMENTS 12/28/78 43 F. R. 45985 (Rewritten)

Belfast, Maine
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 44°24'34"N., 60°00'45"W., of Belfast Municipal Airport; within 3.5 miles each side of the 126° bearing and the 306° bearing from the Belfast, Maine, NDB, 44°24'40"N., 69°00'41"W., extending from the 6-mile radius area to 18 miles northwest of the NDB; excluding that portion which coincides with the Pittsfield, Maine, 700-foot transition area.

Bellaire, Mich.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Antrim County Airport (latitude 44°59'15" N., longitude 85°12'00" W.); and within 3 miles each side of the 198° bearing from Antrim County Airport, extending from the 11-mile radius area to 14 miles south of the airport.

Bellefontaine, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Bellefontaine Airport (latitude 40°24'45" N., longitude 83°44'10" W.) and within 3 miles each side of the 049° bearing from the airport extending from the 6-mile radius area to 13 miles northeast of the airport.

Belleville, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Scott AFB, Belleville, Ill. (latitude 38°32'30" N., longitude 89°51'05" W.), and within 2 miles each side of the 317° bearing from the Belleville RBN, extending from the 7-mile radius area to the RBN.

Belleville, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Belleville Municipal Airport (lat. 39°49'04"N., long. 97°39'30"W.); within 3 miles each side of the 356° bearing from the Belleville Municipal Airport, extending from the 5-mile radius to 8.5 miles north of the airport, within 3 miles each side of the 196° bearing from the Belleville Municipal Airport, extending from the 5-mile radius to 8.5 miles south of the airport.

Bellingham, Wash.
That airspace extending upward from 700 feet above the surface bounded on the east by longitude 122°15'00" W. on the south by latitude 48°52'00" N., on the west and north by the United States/Canada border, and within 4.5 miles each side of the Bellingham VORTAC 169° radial, extending from 21.5 to 24 miles south of the VORTAC; and within 3.5 miles north and 8 miles south of the 288° bearing from Lummi NDB (latitude 48°47'38" N., longitude 122°32'08" W.) extending from the NDB 11.5 miles west of the NDB.

PENDING AMENDMENT
Beloit, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Beloit Municipal Airport (lat. 39°28'13"N., long. 98°07'48"W.), and within 2.5 miles each side of the Mankato, Kans., VORTAC 161° radial, extending from the 5-mile radius area to 7 miles northwest of the airport.

AMENDMENTS 1/24/80 44 F. R. 65390 (Added)

Belvidere, Ill.
That airspace extending upward from 700 feet above the surface with a 5-statute-mile radius of the Belvidere Airport (lat. 42°19'25"N., long. 88°50'25"W.), Belvidere, Ill., and within 2 statute miles either side of a 255° bearing from the airport, extending from the 5-mile radius area to 6½ statute miles southwest of the airport.

Belzoni, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Belzoni Municipal Airport (latitude 33°08'40" N., longitude 90°30'55" W.).

Bemidji, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Bemidji Municipal Airport (latitude 47°30'30" N., longitude 94°55'55" W.); within 5 miles each side of the Bemidji VORTAC 135° radial, extending from the 7-mile radius area to 19½ miles southeast of the VORTAC; within 5 miles each side of the Bemidji VORTAC 318° radial, extending from the 7-mile radius area to 8 miles northwest of the VORTAC; and within 4½ miles north and 9½ miles south of the 262° bearing from Bemidji Municipal Airport, extending from the airport to 18½ miles west of the airport; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of Bemidji VORTAC, extending from the 318° radial, clockwise to the 014° radial; within a 23½-mile radius of Bemidji VORTAC extending from the 014° radial clockwise to the 285° radial; within 4½ miles northeast and 9½ miles southwest of the Bemidji VORTAC 318° radial, extending from the VORTAC to 18½ miles northwest of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the Bemidji VORTAC 135° radial, extending from the 23½-mile radius area to 30 miles southeast of the VORTAC.

Bend, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bend Municipal Airport (latitude 44°05'35" N., longitude 121°12'00" W.) and within 2 miles each side of the Redmond VORTAC 334° and 154° radials, extending from the 5-mile radius area to 1 mile northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the Redmond VORTAC 334° radial, extending from the VORTAC to 12 miles northwest of the VORTAC.

Bennettsville, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Bennettsville Airport (latitude 34°37'45" N., longitude 79°43'57" W.); within 3 miles each side of the 245° bearing from Bennettsville RBN (latitude 34°37'39" N., longitude 79°43'53" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN, excluding the portion within the Darlington, S. C., transition area.

Bennington, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 42°53'30" N., 73°14'50" W. of Bennington State Airport, Bennington, Vt., and within 2 miles each side of the Cambridge, N. Y., VOR 145° radial, extending from the 5-mile radius area to the VOR. This transition area is effective from sunrise to sunset, daily.

Benson, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Benson Municipal Airport (latitude 45°20'00" N., longitude 95°39'00" W.); and within 3 miles each side of the 323° bearing from Benson Municipal Airport extending from the airport to 8 miles northwest of the airport.

Benton Harbor, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ross Field (latitude 42°07'40" N., longitude 86°25'40" W.), and within 2 miles each side of the ILS back course and Keller, Mich., VORTAC 266° radial extending from the 7-mile radius area to 12 miles west of the airport.

Berkeley Springs, W. Va.
That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of the center (lat. 39°41'30"N., long. 78°09'45"W.) of Potomac Airpark, Berkeley Springs, W. Va., extending clockwise from the 062° bearing to the 167° bearing from the airport; within a 22.5-mile radius of Potomac Airpark, extending clockwise from the 167° bearing to the 215° bearing from the airport; within a 21.5-mile radius of Potomac Airpark, extending clockwise from the 215° bearing to the 266° bearing from the airport; within a 15.5-mile radius of Potomac Airpark, extending clockwise from the 266° bearing to the 304° bearing from the airport; within a 19.5-mile radius of Potomac Airpark, extending clockwise from the 304° bearing to the 342° bearing from the airport; within a 21.5-mile radius of Potomac Airpark, extending clockwise from the 342° bearing to the 023° bearing from the airport; within a 23.5-mile radius of Potomac Airpark, extending clockwise from the 023° bearing to the 062° bearing from the airport; within 2.5 miles each side of the Hagerstown VOR 268° radial, extending from the 14.5-mile radius to 1 mile west of the VOR, excluding the portion within the Hagerstown, Md., and Martinsburg, W. Va., transition areas.

Berlin, N. H.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 44°34'35" N., 71°10'40" W. of Berlin Municipal Airport, Berlin, N. H.; within 2 miles each side of the Berlin Municipal Airport Runway 18 centerline, extended from the 8.5-mile radius area to 12 miles south of the end of the runway; within 2 miles each side of the Berlin Municipal Airport Runway 36 centerline, extended from the 8.5-mile radius area to 20.5 miles north of the end of the runway and within 4.5 miles west and 9.5 miles east of the Berlin, N. H. VOR (44°38'05" N., 71°11'12" W.) 355° radial, extending from the 8.5-mile radius area to 18.5 miles north of the VOR.
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.

Berlin, N. J.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 39°49' 20"N., 74°53'35"W., of Camden-Burlington County Airport, Berlin, N. J., and within 2 miles each side of the Millville, N. J., VORTAC 011° radial, extending from the 7-mile radius area to 13 miles north of the VORTAC.
AMENDMENTS 8/29/79 44 F. R. 50820 (Changed)

Bethel, Alaska
That airspace extending upward from 700 feet above the surface within 3 miles each side of the Bethel VORTAC 007° radial, extending from the north control zone extension to 11.5 miles north of the VORTAC; from the southwest control zone extension to 11.5 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Bethel VORTAC; and within 9.5 miles northwest and 4.5 miles southeast of the 023° bearing from BET localizer (latitude 60°46'08" N., longitude 161°50'39" W.) extending from the 20-mile radius area to 26 miles northeast of the BET localizer.

Biddeford, Maine
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Biddeford, Maine, Airport (lat. 43°27'55" N., long. 70°28'25" W.) extending clockwise from the 270° bearing to the 180° bearing; within a 10-mile radius extending from the 180° bearing clockwise to the 270° bearing excluding that airspace previously designated as the Sanford, Maine, 700-foot transition area.

Big Delta, Alaska
That airspace extending upward from 700 feet above the surface within 9.5 miles each side of the Big Delta VORTAC 220° and 040° radials extending from 2 miles southwest to 18.5 miles northeast of the Big Delta VORTAC; and within a 16.5-mile radius of the Big Delta VORTAC extending clockwise from the 309° radial to the 006° radial.

Big Piney, Wyo.
That airspace extending upward from 700 feet above the surface within 5.5 miles southwest and 9.5 miles northeast of the Big Piney VOR 134° and 314° radials, extending from 4.5 miles northwest to 19 miles southeast of the VOR, and that airspace extending upwards from 1,200 feet above the surface within 9 miles southwest and 13.5 miles northeast of the Big Piney 134° and 314° radials, extending from 11.5 miles northwest to 24.5 miles southeast of the VOR.

Big Rapids, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Roben-Hood Airport latitude 43°43'13" N., longitude 85°29'52" W.) and within 5 miles each side of the White Cloud VOR 047° radial extending from an 8-mile radius area to the VOR, excluding the portion overlying the Reed City transition area.

Big Sandy, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Ambassador Field (latitude 32°35'00"N., longitude 95°03'45"W.), and within 2.5 miles each side of the Big Sandy, Tex., Ambassador Field NDB 271° bearing extending from the 8.5-mile-radius area to a point 11.5 miles west of the NDB; within an 8.5-mile radius of Upshur County Airport, Gilmer, Tex. (latitude 32°41'57"N., longitude 94°56'55"W.) and an 8.5-mile radius of Holly Lake Ranch Airport, Hawkins, Tex. (latitude 32°41'46"N., longitude 95°12'36"W.).

Big Spring, Tex.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Big Spring Municipal Airport (lat. 32°12'51"N., long. 101°31'24"W.).

AMENDMENTS 11/29/79 44 F. R. 54990 (Rewritten)

Billings, Mont.
That airspace extending upward from 700 feet above the surface within a 29-mile radius of Logan Field Airport (latitude 45°48'25" N., longitude 108°31'55" W.); that airspace extending upward from 1,200 feet above the surface within a 36-mile radius of Logan Field Airport; that airspace extending upward from 6,700 feet MSL within a 46-mile radius of the Billings VORTAC extending from the Billings VORTAC 008° radial clockwise to the 057° radial, excluding the portion that overlies V-2N; that airspace extending upward from 6,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the Billings VORTAC 057° radial clockwise to the southwest edge of V-19/86 excluding the portion that overlies V-2 and V-2N; that airspace extending upward from 10,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the southwest edge of V-19/86 clockwise to the Billings VORTAC 192° radial excluding the portions that overlie VOR Federal airways; that airspace extending upward from 8,200 feet MSL within a 46-mile radius of the Billings VORTAC extending from the Billings VORTAC 192° radial clockwise to the northwest edge of V-465 excluding the portions that overlie VOR Federal airways; that airspace extending upward from 8,700 feet MSL within a 46-mile radius of the Billings VORTAC extending from the west edge of V-465 clockwise to the south edge of V-2/86; that airspace extending upward from 7,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the south edge of V-2/86 clockwise to the southwest edge of V-2N excluding that portion of V-2/86 that has a 1,200-foot AGL floor; that airspace extending upward from 6,700 feet MSL within a 58-mile radius of the Billings VORTAC extending from the north edge of V-2N clockwise to the Billings VORTAC 008° radial excluding those portions of V-187 and V-19 that have 1,200-foot AGL floors.

Binghamton, N.Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Broome County Airport, 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 Nimmons RBN.
Within 5 miles each side of the Broome County Airport ILS localizer northwest course, extending from the localizer to 19 miles northwest of the localizer.
PENDING AMENDMENT
The Binghamton, N. Y., transition area is amended by deleting "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;" and substituting "within 4 miles each side of the Binghamton VORTAC 066°-246° radial extending SW from the 7-mile radius area for 11 miles from the Binghamton VORTAC;" therefor.

AMENDMENTS 1/24/80 44 F. R. 68450 (Changed)

Birch Hollow, Va.
That airspace extending upward from 700 feet above the surface within an area 7 miles east of and parallel to and 14 miles west of and parallel to the Martinsburg, W. Va., 140° radial extending between the Martinsburg, W. Va., VORTAC and latitude 39°01'10" N., longitude 77°27'42" W.

Birmingham, Ala.
That airspace extending upward from 700 feet above the surface beginning at the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36 north of the Birmingham Municipal Airport and the arc of a 17-mile radius circle centered at Birmingham Airport surveillance radar antenna site (latitude 33°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 Vulcan VORTAC 313° radial; thence southeast along this line to the intersection of the arc of a 10-mile radius circle centered at the radar antenna site; thence clockwise along this arc to the intersection of a line 2 miles west of and parallel to the extended centerline of Runways 18/36; thence north along this line to the point of beginning; within 5 miles each side of Birmingham ILS localizer southwest course, extending from the 17-mile radius area to 11.5 miles southwest of the OM.

Bishop, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bishop VOR (latitude 37°22'37" N., longitude 118°21'56" W.); that airspace extending upward from 1,200 feet above the surface within 8 miles southwest and 12 miles northeast of the Bishop VOR 156° and 336° radials, extending from 10 miles northwest to 22 miles southeast of the VOR; that airspace extending upward from 12,500 feet MSL within 5 miles each side of the Bishop VOR 341° radial extending from the VOR to V-244, within 5 miles each side of a direct course between the Bishop VOR and Lida Intersection, 42 miles 12,500 feet MSL, 10,500 feet MSL Lida Intersection, and within 5 miles each side of a direct course between Bishop VOR and Beatty, Nev., VOR 80 miles 12,500 feet MSL, 10,500 feet MSL Beatty.

Bismarck, N. Dak.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Bismarck VORTAC; within a 20-mile radius of Bismarck VORTAC, extending from the Bismarck VORTAC 152° radial clockwise to the Bismarck VORTAC 182° radial; within 4½ miles north and 9½ miles south of the Bismarck VORTAC 105° radial extending from the 17-mile radius area to 18½ miles east of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the Bismarck ILS localizer southeast course, extending from the 17-mile radius area to 18½ miles southeast of the OM;
and within 4½ miles northeast and 9½ miles southwest of the Bismarck ILS localizer northwest course extending from the 17-mile radius area to 32 miles northwest of the OM.
that airspace extending upward from 1,200 feet above the surface within a 41-mile radius of the Bismarck VORTAC excluding all Federal airways.

AMENDMENTS 2/23/79 44 F. R. 1086 (Changed)

Black River Falls, Wis.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Black River Falls Area Airport (lat. 44°15'05"N., long. 90°51'05"W.) and within 3 statute miles each side of the 253° bearing from the Black River Falls Area Airport, extending from the 7-mile radius to 8⅓ miles southwest of the airport.
AMENDMENTS 6/14/79 44 F. R. 15652 (Rewritten)

Blacksburg, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 37°12'25" N., 80°24'30" W., of VPI Airport, Blacksburg, Va.; within 4 miles northwest and 3 miles southeast of the Pulaski VORTAC 064° radial, extending from the 6-mile radius area to 3 miles northeast of the Pulaski VORTAC; within 2 miles each side of the Runway 8
centerline extended from the 6-mile radius area to 7 miles east of the end of the runway; and within 2 miles each side of the Runway 30 centerline extended from the 6-mile radius area to 11 miles northwest of the end of the runway, excluding the portion within the Dublin, Va., transition area.

Blackstone, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Blackstone AAF-Allen C. Perkinson Municipal Airport (latitude 37°04'30" N., long. 77°57'45" W.). This transition area is effective from sunrise to sunset, daily.

Blanding, Utah
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Blanding, Utah, airport (latitude 37°34'50" N., longitude 109°28'55" W.) and within 3.5 miles each side of the 188° bearing from the Blanding, Utah 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 5-mile radius of the Block Island State Airport (lat. 41°10'05" N., long. 71°34'40" W.).

Bloomfield, Iowa
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Bloomfield Municipal Airport (lat. 40°44'41"N., long. 92°25'46"W.); and within 3 miles each side of the 177° bearing from the Bloomfield Municipal Airport, extending from the 6.5-mile radius area to 8.5 miles south of the airport.

Bloomington, Ill.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Bloomington Normal Airport; and within 3 miles each side of the Bloomington VOR 043°, 103°, and 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.

Bloomsburg, Pa.
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the center of Bloomsburg Municipal Airport, Bloomsburg, Pa., lat. 40°59'45"N., longitude 76°26'30"W., and within 3.5 miles each side of the Milton, Pa., VORTAC 099° radial, extending from the 7.5-mile radius area to 2.5 miles east of the VORTAC.

Bluefield, W. Va.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, lat. 37°17'45"N., long. 81°12'29"W., of Mercer County Airport, Bluefield, W. Va.; within a 14.5-mile radius of the center of the airport, extending clockwise from a 078° bearing to a 113° bearing from the airport; within a 17-mile radius of the center of the airport, extending clockwise from a 113° bearing to a 195° bearing from the airport; within a 23.5-mile radius of the center of the airport, extending clockwise from a 195° bearing to a 248° bearing from the airport and within 3.5 miles each side of the Bluefield VORTAC 047° radial, extending from the 11-mile radius area to 11 miles northeast of the VORTAC.

Blythe, Calif.
That airspace extending upward from 700 feet above the surface within 3 miles each side of the Blythe VORTAC 264° radial, extending from the VORTAC to 9 miles W of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles S and 4.5 miles N of the Blythe VORTAC 264° radial, extending from the VORTAC to 18.5 miles W of the VORTAC; within 4.5 miles NW and 9.5 miles SE of the Blythe VORTAC 066° radial, extending from the VORTAC to 28 miles NE of the VORTAC; within 9 miles N and 10 miles S of the Blythe VORTAC 094° radial, extending from the VORTAC to 36 miles E of the VORTAC excluding the airspace within R-2306B and R-2308A, and that airspace within an arc of an 18-mile radius circle centered on the Blythe Airport (latitude 33°37'15" N., longitude 114°43'00" W.), extending clockwise from longitude 114°30'00" W. to the S edge of V-16.

Blytheville, Ark.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Blytheville AFB (lat. 35°57'50"N., long. 89°56'40"W.), excluding the portion within the Manila, Ark., transition area, within a 5-mile radius of Blytheville Municipal Airport (lat. 35°56'15"N., long. 89°49'45"W.), within 4 miles east and 7 miles west of a 005° bearing from the Hicks RBN (lat. 35°57'52"N., long. 89°49'35"W.), extending from the RBN to 12 miles north, and within 2 miles each side of the extended center line of Blytheville AFB Runways 18 and 36 extending from the 8.5-mile radius area to 12 miles north and south of the airport.

Bogalusa, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the George R. Carr Memorial Air Field (lat. 30°48'41.6"N., long. 89°51'53.9"W.), and within 2.5 miles either side of the Picayune VOR 335° radial extending 1 mile from the 5-mile radius.

Boise, Idaho
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 43°50' 00" N., longitude 116°33'00" W., direct to latitude 43°51'15" N., longitude 116°25'00" W., thence via a 21.5-radius arc, centered on the Boise VORTAC, clockwise to longitude 116°14'00" W., direct latitude 43°45'00" N., longitude 116°14'00" W., direct latitude 43°31'00" N., longitude 115°52'00" W., direct latitude 43°20'00" N., longitude 115°58'00" W., direct latitude 43°25'00" N., longitude 116°25'00" W., direct latitude 43°42'00" N., longitude 116°57'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius arc from Boise VORTAC extending clockwise from V-253 to V-4N, within a 40-mile radius arc of Boise VORTAC extending clockwise from the southeast edge of V-113 to V-500, that airspace 8 miles each side of Boise VORTAC 269° radial extending from the 40-mile radius arc to 57 miles west of the VORTAC, within 8 miles northeast and 11 miles southwest of the Boise VORTAC 295° radial, extending from the 40-mile radius arc to 75 miles northwest of the VORTAC, that airspace northwest of Boise bounded on the northwest by the McCall VORTAC 223° radial, on the east by the west edge of V-253 on the southwest by V-4; that airspace southeast of Boise extending upward from 9,000 feet MSL extending from the 35-mile arc bounded on the north by V-500, on the east by the southwest edge of V-293, on the south by the north edge of V-330 and on the southwest by the northeast edge of V-4; that airspace northeast of Boise extending upward from 11,500 feet MSL, bounded on the northeast by the southwest edge of V-293, on the south by the north edge of V-500, on the southwest by the 35-mile radius arc and on the west by the east edge of V-253.

Boise City, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Boise City Airport, Boise City, Okla.; within 3.5 miles each side of a 225° bearing from the Thorp NDB (lat. 36°45' 19"N., long. 102°32'04"W.) extending from the 6-mile radius to 11.5 miles southwest of the NDB.

Bolivar, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Bolivar-Hardeman County Airport (lat. 35°13'00"N., long. 89°03'00"W.); within 3 miles each side of the 192° bearing from the Hardeman RBN (lat. 35°12'47"N., long. 89°02'33"W.), extending from the 5.5-mile radius area to 8.5 miles south of the RBN.

Bonneville, Utah
That airspace SE of Bonneville extending upward from 1,200 feet above the surface bounded by a line extending from latitude 40°30'00" N., longitude 112°30'00" W., to latitude 40°35'00" N., longitude 113°00'00" W., thence via longitude 113°00'00" W., to the S edge of V-32, thence via the S edge of V-32 to longitude 112°56'30" W., thence via longitude 112°56'30" W., to latitude 40°40'00" N., thence to point of beginning; and that airspace extending upward from 8,500 feet AMSL bounded on the S by latitude 40°35'00" N., on the W by longitude 113°51' 00" W., on the N by the S edge of V-32 and on the E by longitude 113°00'00" W.

Boone, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Boone Municipal Airport (lat. 42°03'00"N., long. 93°50'45"W.) and within 3 miles each side of the 338° bearing from the Boone Municipal Airport, extending from the 5-mile radius area to 8 miles north of the airport, and within 3 miles each side of the 164° bearing from the Boone Municipal Airport extending from the 5-mile area to 8 miles south of the airport, excluding that portion which overlies the Ames, Iowa, transition area.

Booneville, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jesse Viertel Airport (latitude 38°56'50" N., longitude 92°41'19" W.); and within 3 miles each side of the 011° bearing from the Jesse Viertel Airport, extending from the 5-mile radius area to 8 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within an area north of the Jesse Viertel Airport bounded on the south by the north edge of V-4; on the northwest by the southeast edge of V-424; and on the northeast by the southwest edge of V-175, excluding the portion which overlies the Moberly, Missouri, transition area; and that airspace extending upward from 1,200 feet above the surface within an area south of the Jesse Viertel Airport bounded on the north by the southwest edge of V-12S; on the east by the west edge of V-63, excluding the portion which overlies the Columbia, Missouri, transition area; on the south by the north edge of V-234; and on the west by the east boundary of the Sedalia, Missouri, transition area.

Borger, Tex.
That airspace extending upward from 700 feet above the surface within a 7-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.

Boscobel, Wis.
That airspace extending upward from 700' above the surface within an 8½ mile radius of the Boscobel Airport (latitude 43°09'30" N., longitude 90°40'45" W).

Boston, Mass.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: latitude 42° 53'00" N., longitude 71°05'00" W., to latitude 42°52'00" N., longitude 71°02'45" W., to latitude 42°54'00" N., longitude 71°00'15" W., to latitude 42°49'45" N., longitude 70°54'00" W., to latitude 42°48'15" N., longitude 70°55'30" W., to latitude 42°43'00" N., longitude 70°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°53'00" N., longitude 71°55'00" W., to latitude 42°45'00" N., longitude 71°38'25" W., to latitude 42°43'00" N., longitude 71°36'00" W., to latitude 42°40'00" N., longitude 71°35'00" W., to latitude 42°38'00" N., longitude 71°20'00" W., to latitude 42°43'00" N., longitude 71°15'00" W., to the point of beginning; and within 3.5 miles each side of the 154° bearing from the Stoughton, Mass., NDB, 42°07'10" N., 71°07'41" W., extending from the NDB to 10.5 miles southeast of the NDB.

Boulder Junction, Wis.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Boulder Junction Airport (latitude 46°08'15" N., longitude 89°38'45" W.); and within 3 miles each side of the 049° bearing from the Boulder Junction Airport, extending from the 5½-mile radius area to 8 miles northeast of the airport.

Bowie, Tex.
That airspace extending upward from 700 feet above the surface within a 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.

PENDING AMENDMENT

Bowie, Tex.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Bowie Municipal Airport (lat. 33°36'06"N., long. 97°46'30"W.) and within 3 miles each side of the 351° bearing from the NDB (lat. 33°36'19"N., long. 97°46'23"W.) extending from the 6.5-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 1/24/80 44 F. R. 66190 (Rewritten)

Bowling Green, Ky.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Bowling Green-Warren County Airport (lat. 36°57'47" N., long. 86°25'07" W.); within 4.5 miles each side of Bowling Green VORTAC 206° radial, extending from the 11-mile radius area to 11 miles southwest of the VORTAC.

Bowling Green, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Bowling Green Municipal Airport (lat. 39°22'15"N., long. 91°13'30"W.) and within 2½ miles each side of the Quincy, Ill., VORTAC 174° radial extending from the 5-mile radius area to 7 miles north of the airport.

Bowman, N. D.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Bowman Municipal Airport (lat. 46°11'15"N., long. 103°25'15"W.); and that airspace extending upward from 1200 feet above the surface within 9.5 miles south and 4.5 miles north of the 311°T bearing from the Bowman NDB (lat. 46°10'26"N., long. 103°25'03"W.) extending from 6.5-mile radius area to 18.5 miles northwest; and within 9.5 miles north and 4.5 miles south of the 123°T bearing from the Bowman NDB extending from the 6.5-mile radius area to 18.5 miles southeast; and within 5 miles each side of the 212°T bearing from the Bowman NDB extending from the 6.5-mile radius area to 35 miles southwest; and within 5 miles each side of 034°T bearing from the Bowman NDB extending from the 6.5-mile radius area to the Dickinson, N. D., VORTAC.

Boyne Falls, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Boyne Mountain Airport (latitude 45°10'03" N., longitude 84°55'30" W.); and within 4½ miles west and 9½ miles east of the 176° bearing from the Boyne Mountain Airport extending from the airport to 17½ miles south of the airport excluding that position which overlies the Gaylord, Mich., Bellaire, Mich., and Grayling, Mich., transition areas.

Bozeman, Mont.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Gallantin Field (lat. 45°46'50"N., long. 111°09'20"W.) and within 5.5 miles northeast and 9.5 miles southwest of the Bozeman ILS northwest localizer course extending from the 11-mile radius area to 28 miles northwest of Gallatin Field, and that airspace extending upward from 1,200 feet above the surface bounded on the south by the northern edge of V-86, on the west by the east edge of V-21, on the north by the Helena, Mont., 1,200-foot transition area, on the east by a point 6 miles east of V-2, excluding that area designated as the Butte, Mont., 1,200-foot transition area.

Bradford, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 41° 48°09' N., 78°38'27" W., of Bradford Regional Airport, Bradford, Pa.; within 3.5 miles each side of the Bradford Regional Airport ILS localizer southeast course, extending from the OM to 11.5 miles southeast of the OM; within 5 miles each side of the Bradford, Pa., VORTAC 139° radial, extending from the VORTAC to 11.5 miles southeast of the VORTAC; within 5 miles each side of the Bradford, Pa., VORTAC 316° radial, extending from the VORTAC to 18.5 miles northwest of the VORTAC.

Brainerd, Minn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Brainerd-Crow Wing County Airport (lat. 46°23'52"N., long. 94°08'12"W.); within 2 3/4 miles each side of the 120° radial of the Brainerd, VORTAC extending from the 9-mile radius area to 7½ miles southeast of the VORTAC; and within 2 3/4 miles each side of the Brainerd VORTAC 302° radial extending from the 9-mile radius area to 21 miles northwest of the VORTAC.

Breckenridge, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stephens County Airport (latitude 32°43'01" N., longitude 98°53'34" W.) and within 3.5 miles each side of the 004° bearing from the Breckenridge RBN (latitude 32°44'50" N., longitude 98°53'27" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Brenham, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brenham Municipal Airport (latitude 30°12'57" N., longitude 96°22'34" W.) and within 3 miles each side of the 341° bearing from the NDB (latitude 30°13'16" N., longitude 96°22'40" W.) extending from the NDB to 8 miles northwest.

Brewton, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Brewton Municipal Airport (lat. 31°03'00" N., long. 87°04'00" W.); within 5 miles each side of Crestview, Fla., VORTAC 303° radial, extending from the 6.5-mile radius area to 16 miles northwest of the VORTAC.

Bridgeport, Conn.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, latitude 41°09'48" N., longitude 73°07'34" W., of the Igor I. Sikorsky Memorial Airport, Bridgeport, Conn., extending clockwise from a 013° bearing to a 055° bearing from the airport within a 8.5-mile radius of the center of the airport extending clockwise from a 055° bearing to a 248° bearing from the airport; within an 11-mile radius of the center of the airport extending clockwise from a 248° bearing to a 291° bearing from the airport; within a 12.5-mile radius of the center of the airport extending clockwise from a 291° bearing to a 326° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 326° bearing to a 013° bearing from the airport; within 6.5 miles northwest and 4.5 miles southeast of the Bridgeport, Conn., VOR 042° radial extending from the Bridgeport, Conn., VOR to 17.5 miles northeast of the Bridgeport, Conn., VOR; within an 8.5-mile radius of the center, latitude 41°15'51" N., longitude 72°53' 15" W., of the Tweed-New Haven Airport, New Haven, Conn.; within 5 miles southeast and 5 miles northwest of the Hartford, Conn., VORTAC 222° radial extending from 32 miles southwest of the Hartford, Conn., VORTAC to 14 miles southwest of the Hartford, Conn., VORTAC; within 5 miles northeast and 5 miles southwest of the Pawling, N. Y., VORTAC 138° radial extending from 31 miles southeast to 44 miles southeast of the Pawling, N.Y., VORTAC; within 5 miles northwest and 5 miles southeast of the Carmel, N. Y., VORTAC 065° radial extending from the Carmel, N. Y., VORTAC to 28 miles northeast of the Carmel, N. Y., VORTAC; within 5 miles north and 5 miles south of the Carmel, N. Y., VORTAC 093° radial extending from the Carmel, N. Y., VORTAC to 28 miles east of the Carmel, N. Y., VORTAC. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: latitude 41°31'00" N., longitude 73°30'00" W., to latitude 41°31'00" N., longitude 73°20' 00" W., to latitude 41°49'00" N., longitude 73°16'00" W., to latitude 41°31'00" N., longitude 72°46'00" W., to latitude 41°18'00" N., longitude 72°30'30" W., to latitude 41°00'00" N., longitude 72°45'00" W., to latitude 41°00'00" N., longitude 73°33'00" W., to latitude 41°10'00" N., longitude 73°33'00" W., to latitude 41° 20'00"N., longitude 73°23'00"W., to latitude 41°25'00"N., longitude 72°30'00"W., to point of beginning, and within 5 miles north and 5 miles south of a 274° bearing and a 094° bearing from a point lat. 41°02' 00"N., long. 73°18'45"W., extending 6 miles west and 3 miles east of said point.

Brigham City, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brigham City Airport (latitude 41°32'30" N., longitude 112°03'30" W.), and within 4.5 miles each side of the 205° T (188°M) bearing from the Brigham City RBN (latitude 41°30'58" N., longitude 112°04'38" W.) extending from the 5-mile radius area to 8 miles southwest of the RBN.

Brinkley, Ark.
That airspace extending upward from 700 feet above the surface within a 7-statute-mile radius of Frank Federer Memorial Airport, Brinkley, Ark. (lat. 34°52'45"N., long. 91°10'40"W.); and within 3.5 statute miles each side of the 030° bearing from Brinkley NDB (lat. 34°52'49"N., long. 91°10'43"W.), extending from the 7-mile radius area to 11.5 statute miles northeast of the NDB.

Britton, S. Dak.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Britton Municipal Airport (lat. 45°48'57"N., long. 97°44'37"W.) and within 3 miles each side of the 321° bearing from the Britton NDB (lat. 45°48'50.4"N., long. 97°44'36.8"W.) extending from the 6.5-mile radius to 8.5 miles northwest of the Britton NDB, and that airspace extending upward from 1,200 feet above the surface bounded on the west by long. 98°30'00"W., on the north by lat. 46°30'00"N., on the east by long. 97°00'00"W., and on the south by lat. 44°30'00"N., excluding the Gwinner, N. Dak., Fargo, N. Dak., Watertown, S. Dak., Huron, S. Dak., Aberdeen, S. Dak., 1,200 foot transition areas and all Federal airways.

AMENDMENTS 6/14/79 44 F. R. 18003 (Added)

Brockport, N. Y.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°10'53"N., 77°54'55"W., of Ledgedale Airpark, Brockport, N. Y.

Broken Bow, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Broken Bow Municipal Airport (lat. 41°26'05"N., long. 99°38'25"W.); and within 6 miles each side of the Broken Bow VOR 323° radial extending from the 7-mile radius area to 8.5 miles northwest of the VOR.

AMENDMENTS 6/14/79 44 F. R. 23206 (Rewritten)

Brookfield, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brookfield Municipal Airport (lat. 39°45'40"N., long. 93°06'17"W.) and within 3 miles each side of the 320° bearing from the Brookfield, Mo., nondirectional beacon (lat. 39°45'55"N., long. 93°06'39"W.), extending from the 5-mile radius area to 8 miles northwest of the nondirectional beacon.

AMENDMENTS 8/9/79 44 F. R. 31946 (Added)

Brookhaven, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brookhaven-Lincoln County Airport (lat. 31°36'20"N., long. 90°24'00"W.).

Brookings, S. Dak.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Brookings, S. Dak., Municipal Airport (latitude 44°18'12" N., longitude 96°48'40" W.); within 4.5 miles northeast and 9.5 miles southwest of the Brookings VOR 316° radial extending from the 9.5-mile radius area to 18.5 miles northwest of the VOR; within 9.5 miles southwest of the Brookings VOR 300° radial extending from the 9.5-mile radius area to 18.5 miles northwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles southwest and 9.5 miles northeast of the Brookings VOR 118° radial extending from the 9.5-mile radius area to 18.5 miles southeast of the VOR.

Brooksville, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hernando County Airport (lat. 28°28'12" N., long. 82°27'30" W.); within 3 miles each side of the 276° bearing from Brooksville REN (lat. 28°28'25" N., long. 82°27'00" W.), extending from the 6.5-mile radius area to 8.5 miles west of the REN.

Brownfield, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brownfield, Tex., Terry County Airport (latitude 33°10'29" N., longitude 102°11'29" W.) and within 3.5 miles each side of a 200° bearing from the Brownfield nondirectional beacon (latitude 33°10'45" N., longitude 102°11'30" W.) extending from the 5-mile radius area to 8 miles south of the radio beacon.

Brownsville, Tex.
That airspace overlying the United States extending upward from 700 feet above the surface within a 7-mile radius of the Brownsville International Airport (latitude 25°54'25" N., longitude 97°25'25" W.).

Brownwood, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Brownwood Municipal Airport (lat. 31°47'40"N., long. 98°57'25"W.).

AMENDMENTS 8/9/79 44 F. R. 37620 (Rewritten)

Brunswick, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Malcolm-McKinnon Airport (lat. 31°09'05" N., long. 81°23'20" W.); within a 5-mile radius of Jekyll Island Airport (lat. 31°04'00" N., long. 81°25'40" W.); within 5 miles each side of Brunswick VOR 215° radial, extending from the Malcolm-McKinnon Airport 8.5-mile and Jekyll Island Airport 5-mile radius areas to 8.5 miles south of the VOR; within an 8.5-mile radius of Glynco Jetport (lat. 31° 15'32"N., long. 81°27'59"W.); within 3 miles each side of the Golden Isle localizer west course, extending from 8.5-mile radius area to 8.5 miles west of the LOM; excluding the portion outside the continental limits of the United States.

Brunswick, Maine
That airspace extending upward from 700 feet above the surface within a 9-mile radius of NAS Brunswick (lat. 43°53'35" N., long. 69°56'20" W.); within 2 miles each side of the Navy Brunswick VOR 166° radial, extending from the 9-mile radius area to 12 miles south of the VOR.

Bryan, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (41°28'05" N., 84°30'25" W.) of Williams County Airport, Bryan, Ohio; within 2 miles each side of the Runway 25 centerline extended from the 7-mile radius area to 7 miles west of the end of the runway and within 2 miles each side of a 068° bearing from the Bryan, Ohio, RBN (41°28'47" N., 84°27'58" W.) extending from the RBN to 8 miles east of the RBN, excluding the portion which coincides with the Defiance, Ohio, transition area.

Bryce Canyon, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bryce Canyon Airport (latitude 37°42'00" N., longitude 112°09'30" W.) and within 2 miles each side of the Bryce Canyon, Utah, VORTAC 035° radial, extending from the 5-mile radius area to the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8 miles southeast and 9½ miles northwest of the Bryce Canyon VORTAC 240° and 060° radials, extending from 18½ miles southwest to 13 miles northeast of the VORTAC.

Bucyrus, Ohio
That airspace extending upward from 700 feet above the surface within a 5.5 mile radius of the Port Bucyrus Airport (lat. 40°46'30"N., long. 82°58'15"W.).

Buffalo, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 42°56'20" N., 78°43'50" W., of Greater Buffalo International Airport; within 2 miles each side of the Buffalo VORTAC 096° radial extending from the 8-mile radius area to 8 miles east of the VORTAC; within 8 miles northwest and 5 miles southeast of the Greater Buffalo International Airport northeast localizer course extending from the OM to 12 miles northeast of the OM; within 2 miles each side of the Greater Buffalo International Airport southwest localizer course extending from the 8-mile radius area to 8 miles southwest of the OM; within the arc of a 12-mile radius circle from 052° to 112° clockwise, centered on a point, 42°56'26" N., 78°44'11" W.; within an 8-mile radius of the center, 43°06'20" N., 78°56'55" W., of Niagara Falls International Airport; within 8 miles north and 5 miles south of the Niagara Falls International Airport localizer east course extending from the OM to 12 miles east of the OM; within 2 miles each side of the Niagara Falls International Airport localizer east course extending from the OM to the intersection of the localizer course and the Buffalo, N.Y. VORTAC 034° radial; within a 5.5-mile radius of the center latitude 43°01'15" N., longitude 78°29'08" W. of Akron Airport, Akron, N. Y.; within 2.5 miles each side of the Buffalo, N. Y., VORTAC 052° radial, extending from the 5.5-mile radius area to 17.5 miles northeast of the VORTAC; and within a 5-mile radius of Buffalo Airpark Airport, 42°51'45" N., 78°43'00" W.;
and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°21'00" N., longitude 78°00'00" W., to latitude 43°06'00" N., longitude 78°21'00" W., to latitude 42°32'00" N., longitude 78°21'00" W., to latitude 42°32'00" N., longitude 78°52'00" W., to latitude 42°37'00" N., longitude 79°15'00" W., to latitude 42°41'00" N., longitude 79°19'30" W., thence via the United States/Canadian border to longitude 78°00'00" W., thence south along longitude 78°00'00" W., to the point of beginning, excluding the portion outside the United States.

Buffalo, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Buffalo Municipal Airport, Buffalo, Okla., (lat. 36°51'45"N., long. 99°37'00"W.) within 3.5 miles each side of the 290° bearing from the Buffalo NDB (lat. 36°51'48"N., long. 99°37'05"W.) extending from the 6-mile radius to 11.5 miles east of the NDB.

Buffalo, Wyo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Buffalo, Wyo., Airport (latitude 44°22'48" N., longitude 106°43'02" W.) and within 4.5 miles each side of the Crazy Woman, Wyo., VORTAC 332° radial, extending from the 6-mile radius area to 12 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 5.5 miles southwest of the Crazy Woman VORTAC 332° radial, extending from 4 miles to 30 miles northwest of the VORTAC.

Bunkie, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bunkie Municipal Airport (latitude 30°57'25" N., longitude 92°14'02" W.).

Bunnell, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Flagler County Airport (lat. 29°27'35"N., long. 81°12'30"W.) excluding that portion that coincides with the Daytona Beach, Fla., transition area.

Burbank, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34° 14' 00" N., longitude 118° 27' 00" W.; to latitude 34° 14' 00" N., longitude 118° 15' 00" W.; to latitude 34° 12' 00" N., longitude 118° 15' 00" W.; to latitude 34° 12' 00" N., longitude 117° 59' 00" W.; to latitude 33° 56' 00" N., longitude 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 5.5 miles each side of the Burley VORTAC 121° radial extending from the VORTAC to 27 miles southeast of the VORTAC; within 5.5 miles each side of the Burley VORTAC 292° radial, extending from the VORTAC to 19 miles west of the VORTAC; within that airspace bounded on the southwest by a line parallel to and 9.5 miles southwest of the Burley VORTAC 323° radial, on the northwest by an arc of a 53-mile radius circle centered on Burley VORTAC, on the north by a line parallel to and 10 miles north of V-500, on the east by a line parallel to and 11 miles east of Burley 344° radial; and within 2.5 miles southeast and 6 miles northwest of the 036° bearing from Burley Municipal Airport, extending 9.5 miles northeast of the Burley Airport;
that airspace extending upward from 1,200 feet above the surface north of Burley bounded by a line 8 miles northwest of, and parallel to V-365 extending from the Burley VORTAC to the south edge of V-500; that airspace northeast of Burley bounded on the northeast by V-500, on the southeast by V-269, on the northwest by V-365; that airspace east of Burley bounded on the north by V-269 on the east by an arc of a 28-mile radius circle, centered on the Burley VORTAC, on the southwest by V-4; that airspace southeast of Burley bounded on the north by V-4, on the southeast by arc of a 33.5-mile circle centered on the Burley Municipal Airport (latitude 42°32'29" N., longitude 113°46'27" W.) on the southwest by the northeast edge of V-101; that airspace southwest of Burley within 14 miles southeast of the Burley VORTAC 223° radial, extending from the VORTAC to the north edge of V-484.

Burlington, Iowa
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Burlington Municipal Airport (latitude 40°46'55" N., longitude 91°07'40" W.); and within 2 miles each side of the 293° radial of the Burlington VORTAC extending from the 8½-mile radius area to the Burlington VORTAC.

Burlington, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Burlington Municipal Airport (latitude 36°02'45" N., longitude 79°28'40" W.); within 3 miles each side of the Greensboro VORTAC 090° radial, extending from the 6.5-mile radius area to 17 miles east of the VORTAC;
within 3 miles each side of the 218° bearing from Burlington RBN (latitude 36°02'59" N., longitude 79°28'49" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding that portion within the Liberty, N. C., transition area.

Burlington, Vt.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, (lat. 44°28'17"N., long. 73°09'13"W.), of Burlington International Airport, Burlington, Vt.; within 9.5 miles northeast and 4.5 miles southwest of the Burlington ILS northwest localizer course, extending from the 14-mile radius area to 18.5 miles northwest of the Burlington LOM; within 3.5 miles each side of the Burlington, Vt., VORTAC 201° radial, extending from the 14-mile radius area to 12 miles southwest of the VORTAC; excluding that airspace that coincides with Plattsburgh, N. Y., and Highgate, Vt., transition areas. That airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 45° 00'30"N., long. 72°00'00"W., to lat. 44°55'00"N., long. 72°05'00"W., to lat. 44°25'00"N., long. 72°20'00"W., to lat. 43°55'00"N., long. 72°16'00"W., to lat. 43°47'00"N., long. 72°39'00"W., to lat. 44°00'00"N., long. 73°16'00"W., to lat. 44°00'00"N., long. 74°35'00"W., to lat. 44°42'00"N., long. 74°54'00"W., to lat. 44°42'00"N., long. 75°05'00"W., to lat. 44°56'00"N., long. 75°05'00"W., thence easterly along the United States-Canadian Border to the point of beginning.

Burlington, Wis.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Burlington Municipal Airport (latitude 42°41'20" N., longitude 88°18'05" W.); and within 3 miles each side of the 101° bearing from the Burlington Municipal Airport extending from the 6½-mile radius area to 8 miles east of the airport.

Burnet, Tex.
That airspace extending upward from 700 feet above the surface within a 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.

Burwell, Nebr.
That airspace extending upward from 700 feet above the surface within a 7½-mile radius of Burwell Municipal Airport (latitude 41°46'35" N., longitude 99°08'55" W.); and within 3 miles each side of the 330° bearing from the Burwell Municipal Airport, extending from the 7½-mile radius area to 8 miles northwest of the airport.

Butler, Ala.
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Butler-Choctaw County Airport (lat. 32°07'06"N., long. 88°07'42"W.).

AMENDMENTS 4/19/79 44 F. R. 10362 (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 7.5-mile radius of the center, lat. 40°46'45" N., long. 79°57'15" W. of Butler-Graham Airport, Butler, Pa., and within 3.5 miles each side of the 181° bearing from the Butler RBN, lat. 40°41'54" N., long. 79°57'14" W., extending from the 7.5-mile radius area to 11.5 miles south of the RBN.

Butte, Mont.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Butte VORTAC and within 6 miles southwest and 10 miles northeast of the VORTAC 325° radial, extending from the VORTAC to 11 miles northwest of the VORTAC;
and the airspace extending upward from 1,200 feet above the surface within 4.5 miles southwest and 9.5 miles northeast of the VORTAC 325° radial extending from the VORTAC to 18.5 miles northwest of the VORTAC, and within 4.5 miles west and 9.5 miles east of the VORTAC 002° radial extending from the VORTAC to 18.5 miles north of the VORTAC, and within 10 miles north and 7 miles south of the Whitehall, Mont., VOR 096° and 276° radials, extending from 20 miles east to 19 miles west of the VOR, and within an area bounded by a line beginning at lat. 46°25'00"N., long. 112°48'00"W., to lat. 46°27'00"N., long. 112°31'00"W.; to lat. 45°49'00"N., long. 112°22'00"W.; to lat. 45°47'00"N., long. 112°39'00"W., thence to point of beginning.

AMENDMENTS 11/29/79 44 F. R. 57916 (Changed)

Cadillac, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wexford County Airport (lat. 44°16'30"N., long. 85°25'30"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; and within 2.5 miles either side of 081° bearing of the Cadillac NDB extending from the 5-mile radius to 7 miles east of the airport.

Cadiz, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Harrison County Airport (latitude 40°14'18" N., longitude 81°00'45" W.); within 3 miles each side of the 311° bearing from the airport, extending from the 7-mile radius area to 8 miles northwest of the airport.

Cairo, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Cairo-Grady County Airport (lat. 30°53'19"N., long. 84°09'22"W.); within 3 miles each side of the 317° bearing from the Caidy RBN (lat. 30°53'17"N., long. 84°09'34"W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

AMENDMENTS 2/1/79 44 F. R. 4462 (Added) Corr: 44 F. R. 15653

Cairo, Ill.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Cairo Airport (lat. 37°03'50"N., long. 89°13'15"W.); and within 3 miles each side of the 032° bearing from the airport extending from the 5½-mile radius to 8 miles northeast of the airport.

Caledonia, Minn.
That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Houston County Airport (lat. 43°35'48"N., long. 91°30'15"W.) and within 2 miles each side of the 185° true radial of the Nodine VORTAC extending from the 5-mile radius to 6 miles north of the airport and within 3 miles either side of 133° true bearing of the Caledonia NDB extending from the 5-mile radius to 8.5 miles southeast of the airport, excluding that portion which has been previously designated for the LaCrosse, Wisc., airport.

Calverton, N. Y.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 40°54'55"N., long. 72°47'43"W., of Peconic River Plant (Grumman)Airport, Calverton, N. Y.
AMENDMENTS 11/29/79 44 F. R. 50822 (Rewritten)

Cambridge, Md.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°32'16" N., 76°01'47" W. of Cambridge Municipal Airport, Cambridge, Md.; and within 3 miles each side of the 145° bearing from the Cambridge, Md., RBN, 38°32'17" N., 76°01'56" W., extending from the 6.5-mile radius area to 8.5 miles southeast of the RBN.

Cambridge, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cambridge Municipal Airport (latitude 45°33'35" N., longitude 93°15'49" W.); and within 3 miles each side of the 173° bearing from the airport, extending from the 5-mile radius area to 8 miles south of the airport.

Cambridge, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Cambridge, Nebr., Airport (lat. 40°18'20"N., long. 100°09'43"W.); within 3 miles each side of the Cambridge NDB 165° bearing extending from the 7-mile radius area to 8.5 miles southeast of the airport; within 3 miles each side of the Cambridge NDB 326° bearing extending from the 7-mile radius area to 8.5 miles northwest of the airport.
AMENDMENTS 8/9/79 44 F. R. 31945 (Added)

Cambridge, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cambridge Municipal Airport, Ohio (latitude 39°58'33" N., longitude 81°34'37" W.); and within 3 miles each side of the 214° bearing from the Cambridge Municipal Airport extending from the 5-mile radius to 8 miles southwest.

Camden, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harrell Airport (latitude 33°37'00" N., longitude 92°45'45" W.) and within 2 miles each side of the 012° bearing from the Camden RBN (latitude 33°37'15" N., longitude 92°45'45" W.), extending from the 5-mile radius area to 8 miles north of the RBN and 2.5 miles each side of the El Dorado, Ark., VORTAC (33°15'21.7" N., 92°44'37.6" W.) 356° radial extending from the 5-mile radius area to 20 miles north of the El Dorado VORTAC.

Camden, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Woodward Field (latitude 34°17'03" N., longitude 80°33'53" W.); within 3 miles each side of the 040° bearing from Camden RBN (latitude 34°17'02" N., longitude 80°33'42.5" W.), extending from the 7-mile radius area to 8.5 miles northeast of the RBN.

Camden, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Benton County Airport (lat. 36°00'40"N., long. 88°07'24"W.).

Cameron, Ariz.
That airspace extending upward from 1,200 feet above the surface within a three-mile radius of Humphreys Peak (lat. 35°21'00" N., long. 111°40'25" W.), and that airspace extending upward from 11,700 feet mean sea level (MSL) bounded by a line beginning at lat. 34°52'20"N., long. 112°00'00"W., to lat. 35°26'00"N., long. 112°00'00"W., to lat. 35°58'00"N., long. 111°43'30"W., to lat. 36°06'30"N., long. 111°00'00"W., to lat. 35°56'00"N., long. 110°21'00"W., thence south via long. 110°21'00"W., to the northwest edge of V-95, thence southwest via the northwest edges of V-95 and V-12 to point of beginning excluding that portion within the 1,200 foot area of Humphreys Peak.

Camilla, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Camilla-Mitchell County Airport (lat. 31°12'45"N., long. 84°14'20"W.); within 3 miles each side of the 253° bearing from the Camilla RBN (lat. 31°12'52"N., long. 84°14'13"W.), extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Campbellsville, Ky.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Taylor County Airport (latitude 37°21'05"N., longitude 85°18'45"W.); within 3 miles each side of the 203° bearing from the Arista RBN (latitude 37°21'19" N., longitude 85°18'54" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the NDB.

Camp Douglas, Wis.
That airspace extending upward from 700 feet above the surface, within a 10-mile radius of Volk Field, Camp Douglas, Wis. (latitude 43°56'25" N., longitude 90°15'20" W.), and within 2 miles each side of the Volk Field VORTAC 092° radial extending from the 10-mile radius to 12 miles E of the VORTAC.

Camp McCoy, Wis.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the McCoy Army Air Field (lat. 43°57'15"N., long. 90°44'15"W.), excluding that portion that overlies the La Crosse, Wis., transition area.

Camp Pendleton, Calif.
That airspace extending upward from 700 feet above the surface within 4.5 miles southeast and 3 miles northwest of the Camp Pendleton TACAN (latitude 33°18'04" N., longitude 117°21'06" W.) 041° radial, extending from the TACAN to 18 miles northeast of the TACAN.

Camp Ripley, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Ray S. Miller Army Air Field (latitude 46°05'00" N., longitude 94°21'10" W.).

Canadian, Tex.
That airspace extending upward from 700 feet above the surface within a 5.5-statute mile radius of Hemphill County Airport, Canadian, Tex. (lat. 35°53'45" N., long. 100°24'06" W.), including an extension from the 5.5-statute mile radius area to 8.5 statute miles southwest of the NDB and 3 statute miles either side of the 054° bearing to the NDB.

Cape Girardeau, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Cape Girardeau Municipal Airport (latitude 37°13'31" N., longitude 89°34'15" W.); within 4.5 miles east and 9.5 miles west of the Cape Girardeau VOR 194° radial, extending from the 10-mile radius area to 18.5 miles south of the VOR, excluding the portion which overlies the Sikeston transition area.

Cape Hatteras, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Billy Mitchell Airport (latitude 35°14'00" N., longitude 75°37'05" W.); excluding the portion outside the continental limits of the United States.

Carlsbad, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of Cavern City Air Terminal (lat. 32°20'14"N., long. 104°15'46"W.) and within 3.5 miles each side of the Carlsbad VOR 156° radial extending from the 8.5-mile-radius area to 11 miles southeast of the VOR.

Carmi, Ill.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Carmi Municipal Airport (latitude 38°06'00" N., longitude 88°09'00" W.); and within 3 miles either side of the 177° bearing from the airport extending from the 5.5-mile radius area to 8 miles from the airport.

Caro, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Caro Airport (lat. 43°27'45"N., long. 83°26'30"W.).

Carrizo Springs, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dimmit County Airport (latitude 28°31'25" N., longitude 99°49'30" W.) and within 3 miles each side of the 124° bearing from the NDB (latitude 28°31'19" N., longitude 99°49'38" W.) extending from the NDB to 8.5 miles southeast.

Carroll, Iowa
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Arthur N. Neu Airport (latitude 42°02'50" N., longitude 94°47'20" W.); and within 3 miles each side of the 143° bearing from Arthur N. Neu Airport, extending from the 6½-mile radius area to 8 miles southeast of the airport.

Carrollton, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of West Georgia Regional Airport (latitude 33°37'47" N., longitude 85°09'13" W.); within 3 miles each side of the 169° bearing from Carrollton RBN (latitude 33°38'02" N., longitude 85°09'13" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Carrollton, Ohio
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Carroll County-Tolson Airport (latitude 40°33'45" N., longitude 81°04'30" W.).

Cartersville, Ga.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cartersville Airport (latitude 34°07'30" N., longitude 84°51'00" W.).

Carthage, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Panola County Airport (latitude 32°10'21" N., longitude 94°17'51" W.) and within 3 miles each side of the Gregg County VORTAC (latitude 32°25'03.3" N., longitude 94°45'10.5" W.) 122° radial, extending from the 5-mile radius area to 25 miles southeast of the Gregg County VORTAC.

Casey, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Casey Municipal Airport (latitude 39°18'00" N., longitude 88°00'15" W.); and within 3 miles each side of the 211° bearing from the airport extending from the 5-mile radius area to 8 miles southwest of the airport.

Casper, Wyo.
That airspace extending upward from 700 feet above the surface within a 27 mile radius of the Casper ASR (latitude 42°55'17"N., longitude 106°27'14"W.); and that airspace extending upward from 1200 feet above the surface within a 43 mile radius of the Casper ASR; within an area extending from the 43 mile radius circle to an arc of a 42 mile radius circle centered on the Casper VORTAC bounded on the north by the Casper VORTAC 060° radial and on the south by the Casper VORTAC 111° radial; and that airspace extending upward from 11,500 feet MSL, extending from the 43 mile radius circle to an arc of a 60 mile radius circle centered on the Casper VORTAC, bounded on the east by the west edge of V19 and on the south by the north edge of V298.

Cassville, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cassville Municipal Airport (lat. 36°41'46"N., long. 93°53'56"W.); and within 2.5 miles each side of the Neosho VORTAC 108° radial, extending from the 5-mile radius area to 25 miles east of the VORTAC.

Castroville, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Castroville Municipal Airport (lat. 29°20'32"N., long. 98°51'03"W.), within 3.5 miles each side of the 170° bearing from the NDB (lat. 29°20'45"N., long. 98°50'56"W.), extending from the 5-mile radius to 11.5 miles south of the NDB.

AMENDMENTS 12/28/78 43 F. R. 45984 (Added) Corr: 43 F. R. 51009

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.

Cedar Springs, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Great Southern Airport (latitude 31°08'25" N., longitude 85°02'48" W.); within 2.5 miles each side of the Dothan VORTAC 115° radial, extending from the 6.5-mile radius area to 17 miles east of the VORTAC.

Cedartown, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Cornelius Moore Field (lat. 34°01'20" N., long. 85°08'50" W.); within 3 miles each side of Rome, Ga., VOR 009° and 189° radials, extending from the 8.5-mile radius area to 8.5 miles north of the VOR; excluding the portion within Rome, Ga., transition area.

Celina, Ohio
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Lakefield Airport (latitude 40°29'03" N., longitude 84°33'37" W.); excluding that portion overlying the Wapakoneta, Ohio, transition area.

PENDING AMENDMENT
Center, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Center Municipal Airport, Center, Tex. (lat. 31°50'00"N., long. 94°09'00"W.), and within 3.5 miles each side of the 321° bearing from the NDB (lat. 31°50'10"N., long. 94°08'59"W.), extending from the 6-mile radius area to 8.5 miles northwest of the NDB.
AMENDMENTS 1/24/80 44 F. R. 67371 (Added)

Centerville, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Centerville Municipal Airport (latitude 35°50'15" N., longitude 87°26'45" W.); within 3 miles each side of Graham, Tenn., VOR 177° radial, extending from the 5.5-mile radius area to 8.5 miles south of the VOR.

Centralia, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Centralia Municipal Airport (latitude 38°30'40" N., longitude 89°05'35" W.); and within 2 miles each side of the Centralia VOR 031° radial, extending from the 5-mile radius area to the VOR.

Centre, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Centre Municipal Airport (latitude 34°09'40" N., longitude 85°38'05" W.).

Chadron, Nebr.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Chadron Municipal Airport (latitude 42°50'00" N., longitude 103°05'50" W.), and within 5 miles each side of the Chadron VOR 030° radial, extending from the 14-mile radius area to the VOR.

Chambersburg, Pa.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 39°58'23"N., 77°38'37"W. of Chambersburg Municipal Airport, Chambersburg, Pa.; within an 8-mile radius of the center of the airport, extending clockwise from a 039° bearing from the airport to a 061° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 061° bearing from the airport to a 135° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 135° bearing from the airport to a 174° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 174° bearing from the airport to a 241° bearing from the airport; within 4 miles each side of the St. Thomas VORTAC 080° radial, extending from the 6.5-mile radius area to 29 miles east of the VORTAC.

Champaign, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the University of Illinois-Willard Airport (latitude 40°02'25" N., longitude 88°16'35" W.); within a 5½-mile radius of the Illinois Airport, Urbana, Ill. (latitude 40°08'31" N., longitude 88°12'00" W.) and within 8 miles southeast and 5 miles northwest of the Champaign VORTAC 030° radial extending from the VORTAC to 12 miles northeast of the VORTAC.

Chantilly, Va.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 38°56'40" N., 77°27'24" W., of Dulles International Airport, within 3 miles each side of the Armel, Va., VORTAC 292° radial, extending from the VORTAC to 20 miles west; within 5 miles west and 6.5 miles east of the Dulles International Airport Runway 19R ILS localizer course, extending from the OM to 13 miles north; within 6.5 miles east and 4.5 miles west of the Dulles International Airport Runway 19L ILS localizer course extending from 5.5 miles south of the OM to 11.5 miles north of the OM; within 5 miles each side of the Martinsburg, W. Va. VORTAC 176° radial, extending from 15 miles south of the VORTAC to 28.5 miles south of the VORTAC; within 6.5 miles west and 4.5 miles east of the Dulles International Airport Runway 1R localizer course, extending from the OM to 11.5 miles south; within an 8-mile radius of the center of Leesburg Municipal Airport (Godfrey Field), Leesburg, Va., 39°04'37" N., 77°33'25" W.; within a 6.5-mile radius of the center, 38°43'30" N., 77°31'00" W., of Manassas Municipal Airport (Harry P. Davis Field), Manassas, Va., within 2.5 miles each side of a 330° bearing from a point 38°43'36" N., 77°31'17" W., extending from said point to 9.5 miles northwest.

Chanute, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chanute Martin Johnson Airport (latitude 37°40'05" N., longitude 95°29'10" W.).

Chariton, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Chariton Municipal Airport (latitude 41°01'00" N., longitude 93°21'30" W.); and within 3 miles each side of the 352° bearing from the Chariton Municipal Airport extending from the 5-mile-radius area to 8 miles north of the airport.

Charles City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles City Municipal Airport (latitude 43°04'15" N., longitude 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.

Charleston, Mo.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Mississippi County Airport (latitude 36°50'22" N., longitude 89°21'42" W.); and within 3 miles each side of the 188° bearing from Charleston RBN (latitude 36°50'42" N., longitude 89°21'24" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN, excluding that portion overlying the Sikeston transition area.

Charleston, S. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Charleston AFB/ Municipal Airport (latitude 32°53'55" N., longitude 80°02'20" W.); within 3.5 miles each side of Charleston VORTAC 018°, 211°, and 332° radials, extending from the 9-mile radius area to 11.5 miles north; southwest and northwest of the VORTAC; within 3.5 miles each side of Charleston VORTAC 135° radial, extending from the 9-mile radius area to 10.5 miles southeast of the VORTAC; within a 6.5-mile radius of Johns Island Airport (lat. 32°42'00" N., long. 80°00'00" W.); within 3 miles each side of the 278° bearing from Johns Island RBN (lat. 32°42'09" N., long. 80°00'10" W.), extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Charleston, W. Va.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, lat. 38°22'22"N., long. 81°35'35"W., of Kanawha Airport, Charleston, W. Va.; within 6.5 miles southwest and 5 miles northeast of a line bearing 321° from a point lat. 38°26'25" N., long. 81°39'50" W., extending from said point to 11.5 miles northwest; within 6.5 miles northeast and 5 miles southwest of a line bearing 141° from a point lat. 38°17'12" N., long. 81°30'30" W., extending from said point to 11.5 miles southeast; and within 8 miles northwest and 5 miles southeast of the Kanawha Airport ILS localizer northeast course, extending from the 14-mile radius area to 13 miles northeast of the OM.

Charlevoix, Mich.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Charlevoix Municipal Airport (latitude 45°18'17" N., longitude 85°16'08" W.) and within 3 miles each side of the 270° bearing from Charlevoix Municipal Airport, extending from the 5½-mile radius area to 8 miles west of the airport, and within 3 miles each side of the 69° bearing from Charlevoix Municipal Airport, extending from the 5½-mile radius area to 8 miles east of the airport.

Charlotte, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Fitch H. Beach Airport (latitude 42°34'30" N., longitude 84°48'45" W.); and within 2 miles each side of the Lansing, Mich., VOR 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.); within a 7-mile radius of Jaars-Townsend Airport, Waxhaw, N. C. (latitude 34°51'50"N., longitude 80°44'50" W.); excluding the portion within Lancaster, S. C., transition area.

Charlotte Amalie, St. Thomas, V. I. (Harry S. Truman Airport)
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Harry S. Truman Airport (lat. 18°20'26" N., long. 64°58'11" W.); that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Harry S. Truman Airport; within 9.5 miles west and 4.5 miles east of St. Thomas VOR 358° radial, extending from the 15-mile radius area to 18.5 miles north of the VOR.

Charlottesville, Va.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 38°08'25"N., long. 78°27'09"W., of Charlottesville-Albermarle Airport, Charlottesville, Va., extending clockwise from a 340° bearing to a 072° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 072° bearing to a 166° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 166° bearing to a 233° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 233° bearing to a 280° bearing from the airport; within a 19.5-mile radius of the center of the airport, extending clockwise from a 280° bearing to a 340° bearing from the airport and within 4.5 miles each side of the Charlottesville-Albermarle Airport ILS localizer southwest course, extending from the 13-mile radius arc to 11 miles southwest of the Azalea Park RBN.

Chase City, Va.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center of Chase City Municipal Airport, Chase City, Va. (lat. 36°47'18" N., long. 78°30'05" W.); and within 3 miles each side of a 179° bearing from the Chase City, Va., radio beacon (lat. 36°47'21" N., long. 78°30'05" W.), extending from the 5.5-mile radius area to 8 miles south of the radio beacon.

Chattanooga, Tenn.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Lovell Field (latitude 35°02'05" N., longitude 85°12'10" W.), extending clockwise from the 030° to the 210° bearing from Lovell Field; within a 19-mile radius of Lovell Field, extending clockwise from the 210° to the 030° bearing from Lovell Field; within 4.5 miles west and 9.5 miles east of the south ILS localizer course extending from the 19- and 15-mile radius areas to 18.5 miles south of the OM; within a 6.5-mile radius of Hardwick Field, Cleveland, Tenn. (lat. 35°13'20"N., long. 84°49'58"W.); within 3 miles each side of the 224° bearing from Hardwick RBN (lat. 35°09'13"N., long. 84°54'21"W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Cheraw, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cheraw Municipal Airport (latitude 34°42'45" N., longitude 79°57'35" W.); within 2 miles each side of the Chesterfield VOR 077° radial extending from the 5-mile radius area to the VOR; within 2 miles each side of the 251° bearing from the Cheraw RBN (lat. 34°44'47" N., long. 79°50'40" W.), extending from the 5-mile radius area to the RBN.

Cherokee, Iowa
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Cherokee Municipal Airport (lat. 42°43'55"N., long. 95°33'22"W.), and within 3 miles each side of the 206° true bearing from the Cherokee NDB (lat. 42°43'55"N., long. 95°33'10"W.), extending from the 6½-mile radius area to 8¼ miles southwest of the NDB.

AMENDMENTS 11/29/79 44 F. R. 54991 (Added)

Cherokee, Wyo.
That airspace extending upward from 1,200 feet above the surface within 9 miles south and 6 miles north of the Cherokee, Wyo., VORTAC 261° radial extending from 8 miles east to 19 miles west of the VORTAC; and that airspace east of the Cherokee VORTAC within an arc of a 37-mile radius circle centered on the Cherokee VORTAC bounded on the north by the north edge of V-26 and on the south by the south edge of V-4, excluding that airspace within the Rawlins, Wyo., transition area.

Cherokee Village, Ark.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cherokee Village Airport (latitude 36°15'49" N., longitude 91°33'55" W.), within 3.5 miles each side of the 223° bearing from the Cherokee Village RBN (latitude 36°15'55" N., longitude 91°33'45" W.) extending from the 8-mile radius area to 11 miles southwest of the RBN.

Cherry Point MCAS, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Cherry Point MCAS (latitude 34°54'30" N., longitude 76°53'00" W.); excluding the portion within the New Bern, N. C., transition areas.

Chesapeake, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 36°39'48"N., 76°19'23"W., of Chesapeake Municipal Airport, Chesapeake, Va.

Chester, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°23'01" N., 72°30'20" W. of Chester Airport, Chester, Conn., and within 2 miles each side of the Madison VOR 062° radial extending from the 5-mile radius to the VOR.

Chester, S. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chester Municipal Airport (lat. 34°47'18"N., long. 81°11'45"W.) and within 3 miles each side of the 353° bearing from the Chester RBN (lat. 34°46'56"N., long. 81°11'48"W.), from the 7-mile radius area to 8.5 miles north of the RBN.

AMENDMENTS 5/30/79 44 F. R. 26735 (Changed)

Chesterfield, Mo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Spirit of St. Louis Airport (lat. 38°39'35"N., long. 90°38'45"W.); within 3 miles each side of the Foristell, Mo., VORTAC 093° radial; extending from the 9-mile radius area to 9½ miles west of the Spirit of St. Louis Airport, excluding the portion which overlies the St. Louis, Mo., 700 foot floor transition area.

Chesterfield, Va.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 37°24'25"N., 77°31'18"W., of Chesterfield County Airport, Chesterfield, Va.; within 3 miles each side of the Flat Rock, Va., VORTAC 116° radial, extending from the 5.5-mile radius area to 10 miles southeast of the VORTAC; within 1.5 miles each side of a 321° bearing from the Happy Hill, Va., RBN (37°20'00"N., 77°27'15"W.) extending from the 5.5-mile radius area to 0.5 mile northwest of the RBN.

Cheyenne, Wyo.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Cheyenne Municipal Airport (latitude 41°09'20" N., longitude 104°48'30" W.), and within 6 miles southeast and 8 miles northwest of the Cheyenne VORTAC 029° radial, extending from the 14-mile radius area to 14 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the NE by V-6, on the SE by V-207, on the SW by V-4N and on the NW by V-524, and that airspace NW of Cheyenne within 7 miles NE and 10 miles SW of the Cheyenne VORTAC 305° radial, extending from the VORTAC to 47 miles NW of the VORTAC, excluding the portions within the Laramie, Wyo. transition area.

Chicago, Ill.
That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 42°29'00" N., longitude 88°30'00" W., to latitude 42°29'00" N., longitude 88°03'00" W., to latitude 42°40'00" N., longitude 88°03'00" W., to latitude 42°43'00" N., longitude 87°57'00" W., to latitude 42°30'00" N., longitude 87°35'00" W., to latitude 41°55'00" N., longitude 87°19'00" W., to latitude 41°38'00" N., longitude 87°19'00" W., to latitude 41°33'00" N., longitude 87°10'00" W., to latitude 41°28'00" N., longitude 87°14'00" W., to latitude 41°22'00" N., longitude 87°40'00" W., to latitude 41°22'00" N., longitude 88°30'00" W., to latitude 41°41'00" N., longitude 88°30'00" W., to latitude 41°53'00" N., longitude 88°50'00" W., to latitude 42°01'00" N., longitude 88°50'00" W., to latitude 42°01'00" N., longitude 88°40'00" W., to latitude 42°15'00" N., longitude 88°40'00" W., to latitude 42°15'00" N., longitude 88°25'00" W., to latitude 42°21'00" N., longitude 88°30'00" W., to point of beginning.

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; within a 6.5-mile radius of the center lat. 42°19'45" N., long. 72°37'00" W., of La Fleur Airport, Northampton, Mass.; within 3.5 miles each side of the Chester, Mass. VOR 082° radial, extending from the 6.5-mile radius area to the Chester, Mass. VOR, excluding the portion which coincides with the Hartford, Conn., transition area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°55'00" N., 72°00'00" W. to 42°05'00" N., 72°00'00" W. to 41°55'00" N., 71°59'00" W. to 42°02'00" N., 72°07'00" W. to 42°02'00" N., 73°16'00" W. to 43°11'00" N., 72°39'00" W. to 43°05'00" N., 72°13'00" W. to point of beginning.

Childress, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Childress Municipal Airport (latitude 34°25'55" N., longitude 100°17'45" W.);

Chillicothe, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Chillicothe Municipal Airport (latitude 39°46'45" N., longitude 93°30'00" W.); and within 3 miles either side of the 337° bearing from the MHW facility extending from the 5-mile radius to 8.5 miles northwest, and that airspace extending upward from 1,200 feet above the surface 5 miles southwest and 9.5 miles northeast of the 337° bearing from the Chillicothe MHW faciltiy extending from 6.5 miles southeast to 18.5 miles northwest of the Chillicothe MHW facility, excluding that portion which overlies the Trenton, Mo., transition area.

China Lake NAF, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the NAF China Lake TACAN 350° radial extending from 8 miles to 12 miles N of the TACAN and within 2 miles each side of the NAF China Lake TACAN 148° radial extending from 8 miles to 11 miles SE of the TACAN.

Chincoteague, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of NASA Wallops Station Airport, Chincoteague, Va. (latitude 37°56'15" N., longitude 75°28'15" W.).

Christiansted, St. Croix, V. I.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Alexander Hamilton Airport (lat. 17°42'13" N., long. 64°47'54" W.); within 3 miles each side of St. Croix VOR 068° radial, extending from the 8.5-mile radius area to 8.5 miles east of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of Alexander Hamilton Airport; within 9.5 miles north and 4.5 miles south of the St. Croix VOR 068° radial, extending from the 15-mile radius area to 18.5 miles east of the VOR; within 9.5 miles south and 4.5 miles north of the ILS localizer west course, extending from the 15-mile radius area to 18.5 miles west of the LOM.

Cincinnati, Ohio
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Greater Cincinnati Airport (lat. 39°02'56" N., long. 84°39'41" W.); within 9.5 miles east and 4.5 miles west of Runway 36 ILS localizer south course, extending from the 11.5-mile radius area to 18.5 miles south of the LOM; within 3 miles each side of Runway 9R ILS localizer west course, extending from the 11.5-mile radius area to 8.5 miles west of Burlington RBN; within a 12-mile radius of Cincinnati
Municipal-Lunken Field Airport (lat. 39°06'14" N., long. 84°25'18" W.); within 3 miles each side of the 044° bearing from Lunken RBN, extending from the 12-mile radius area to 8.5 miles northeast of the RBN; within a 5½-mile radius of Clermont
County Airport, Batavia, OH. (latitude 39°04'43" N., longitude 84°12'38" W.); within a 5-mile radius of the Blue Ash Airport, Cincinnati, OH. (latitude 39°14'59" N., longitude 84°23'14" W.) and within 3 miles each side of the 046° bearing from the Blue Ash Airport from the 5-mile radius area to 7 miles northeast.

Circleville, Ohio
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Pickaway County Memorial Airport (latitude 39°31'00" N., longitude 82°58'55" W.) excluding the portion which lies within the Lockbourne AFB transition area.

Claremont, N. H.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Claremont Municipal Airport (latitude 43°22'15" N., longitude 72°22'00" W.); within 6.5 miles south and 4.5 miles north of the Claremont NDB (latitude 43°21'50" N., longitude 72°17'57" W.), 097° and 277° bearings from the NDB, extending from 12 miles east to 6 miles west of the NDB, excluding that portion within the Lebanon, N. H., and Springfield, Vt., transition areas.

Clarendon, Tex.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Clarendon Municipal Airport (lat. 34°54'34"N., long. 100°52'20"W.), and within 3.5 miles each side of the 209° bearing from the NDB (lat. 34°54'37"N., long. 100°52'03"W.), extending from the 5.5-mile radius area to 11.5 miles southwest of the NDB.

AMENDMENTS 12/28/78 43 F. R. 50419 (Added)

Clarion, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clarion Municipal Airport (lat. 42°44'30"N., long. 93°45'30"W.) and within 3 miles each side of the 311° bearing from the Clarion Municipal Airport, extending from the 5-mile radius to 8.5 miles northwest of the airport.

Clarion, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Clarion County Airport (lat. 41°13'38"N., long. 79°26'30"W.).

AMENDMENTS 11/29/79 44 F. R. 55562 (Added)

Clarinda, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clarinda Municipal Airport (latitude 40°43'30" N., longitude 95°01'30" W.); within 3 miles each side of the 169° bearing from the Clarinda Municipal Airport extending from the 5-mile radius to 8 miles south of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 169° bearing of the Clarinda Municipal Airport to 18½ miles south of the airport.

Clarksburg, W. Va.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 39°17'44" N., long. 80°13'46" W., of Benedum Airport; within 5 miles each side of the Clarksburg VOR 219° radial, extending from the 8.5-mile radius area to 11.5 miles southwest of the VOR and within 5 miles each side of the Benedum Airport ILS localizer northeast course, extending from the 8.5-mile radius area to 10 miles northeast of the OM.

Clarksdale, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fletcher Field (latitude 34°17'45" N., longitude 90°30'50" W.); within 3 miles each side of the 010° and 163° bearings from the Clarksdale RBN (latitude 34°17'33" N., longitude 90°30'57" W.), extending from the 6.5-mile radius area to 8.5 miles north and south of the RBN.

Clarksville, Ark.
That airspace extending upward from 700 feet above the surface within a 7-statute-mile radius of Clarksville Municipal Airport, Clarksville, Ark., (latitude 35°28'15" N., longitude 93°26'00" W.); and within 3.5 statute miles each side of the 136° bearing from Clarksville NDB (latitude 35°28'05" N., longitude 93°25'47" W.), extending from the 7-mile-radius area to 12 statute miles southeast of the NDB.

Clayton, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Clayton Municipal Airport (lat. 31°53'00"N., long. 85°29'00"W.)

AMENDMENTS 6/14/79 44 F. R. 26736 (Added)

Clearfield, Pa.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41° 02'57" N., 78°24'53" W., of Clearfiedl-Lawrence Airport, Clearfield, Pa., within a 10-mile radius of the center of the airport, extending clockwise from a 134° bearing to a 238° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 238° bearing to a 057° bearing from the airport.

Clemson, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Clemson-Oconee County Airport (latitude 34°40'22" N., longitude 82°53'07" W.); within 3 miles each side of the 099° bearing from the Oconee RBN (latitude 34°40'25" N., longitude 82°53'13" W.), extending from the 5-mile radius area to 8.5 miles east of the RBN;
within a 6.5-mile radius of Pickens County Airport (lat. 34°48'55" N., long. 82°41'55" W.); within 3 miles each side of the 229° bearing from Pickens RBN (lat. 34°48'32" N., long. 82°42'06" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding that portion within Anderson transition area.

Cleveland, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Cleveland Municipal Airport (lat. 33°45'30" N., long. 90°45'15" W.); within 3 miles each side of the 355° bearing from Renova RBN (lat. 33°48'25" N., long. 90°45'45" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

Cleveland, Ohio
That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center (41°24'30" N., 81°51'00" W.), of Cleveland-Hopkins International Airport, Cleveland, Ohio; within 3 miles each side of the Cleveland-Hopkins International Airport Runway 18-R centerline, extended from the 12.5-mile radius area to 14.5 miles south of the end of the runway; within 3 miles each side of the 230° bearing from the Gilbert, Ohio, RBN extending from the 12.5-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 line bearing 126° from latitude 41°24'35" N., longitude 81°41'25" W., and the arc of a 12.5-mile radius circle centered on the Cleveland-Hopkins International Airport, thence to the point of beginning.

Cleveland, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cleveland Municipal Airport (latitude 30°21'30" N., longitude 95°00'29" W.), and within 2.5 miles each side of the Daisetta, Tex., VORTAC 298° radial extending from the 5-mile radius to 19.5 miles northwest of the VORTAC.

Clifton, Tenn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hassell Field (lat. 35°23'00" N., long. 87°58'00" W.).

Clinton, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Clinton Municipal Airport (latitude 41°49'55" N., longitude 90°19'45" W.); within 2 miles each side of the Davenport VORTAC 043° radial, extending from the 7-mile radius area to the VORTAC; and within 8 miles southwest and 5 miles northeast of the 324° bearing from Clinton Municipal Airport, extending from the airport to 12 miles northwest of the airport.

Clinton, Mo.
That airspace extending upward from 700 feet above the surface within 5 miles of the Clinton, Missouri, Airport (latitude 38°21'27" N., longitude 93°40'54" W.); within 3 miles each side of the 054° bearing from the Clinton Memorial Airport extending from the 5-mile radius to 8 miles northeast of the airport; and within 3 miles each side of the 217° bearing from the Clinton Memorial Airport extending from the 5-mile radius to 8 miles southwest of the airport.

Clinton, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sampson County Airport (lat. 34°58'48" N., long. 78°21'48" W.); within 3 miles each side of the 247° bearing from Clinton RBN (lat. 34°58'31" N., long. 78°21'48" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Clinton, Okla. (Clinton-Sherman Airport)
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Clinton-Sherman Airport (latitude 35°20'25" N., longitude 99°12'00" W.), and within 8 miles west and 5 miles east of the extended centerline of Clinton-Sherman Runways 17 and 35 extending from the 8-mile radius area to 20 miles north and 18 miles south of the ends of the runways excluding the portion within the Hobart, Okla., and Elk City, Okla., transition areas.

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.

Clintonville, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Clintonville Municipal Airport (latitude 44°36'50" N., longitude 88°43'52" W.).

Cloquet, Minn.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Cloquet-Carlton County Airport (latitude 46°42'10" N., longitude 92°30'20" W.); within 3 miles each side of the 355° bearing from the Cloquet-Carlton County Airport extending from the 6½-mile radius to 8 miles north of the airport; within 3 miles each side of the 175° bearing from the Cloquet-Carlton County Airport extending from the 6½-mile radius area to 8 miles south of the airport.

Clovis, N. Mex.
That airspace extending upward from 700 feet above the surface within a 23-mile radius of Cannon AFB, Clovis, N. Mex. (lat. 34°23'01" N., long.103°18'58" W.); within 7.5 miles north and 2 miles south of the Texico VORTAC 254° and 074° radials, extending from the 23-mile radius area to 1.5 miles east of the Texico VORTAC; and within 3.5 miles each side of the Portales NDB (lat. 34°10'45" N., long. 103°22'33" W.) 202° bearings extending from the 23-mile radius area to 12 miles south of the NDB.

Coaldale, Nev.
That airspace extending upward from 10,500 feet MSL within 9 miles northeast and 6 miles southwest of the Coaldale VORTAC 146° and 326° radials, extending from 17 miles southeast to 7 miles northwest of the VORTAC.

Coatesville, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 39°58' 40" N., 75°51'44" W., of Chester County, G. O. Carlson Airport, Coatesville, Pa., extending clockwise from a 024° bearing to a 231° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 231° bearing to a 024° bearing from the airport; within 3.5 miles each side of a 282° bearing from the COATY LOM (39°59'32"N., 75°57'06"W.), extending from the 6-mile radius arc to 11.5 miles west of the LOM; within 4.5 miles south and 6.5 miles north of the Modena VORTAC 095° and 275° radials, extending from 11.5 miles east to 5.5 miles west of the VORTAC; within 5 miles each side of the Modena VORTAC 293° radial extending from the VORTAC to 11 miles northwest of the VORTAC, excluding the portion that coincides with the Toughkenamon, Pa., transition area.

Cochise, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Cochise VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR.

Cochran, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cochran Airport (lat. 32°23'45" N., long. 83°16'45" W.); within 2.5 miles each side of Vienna VORTAC 046° radial, extending from the 5-mile radius area to 12.5 miles northeast of the VORTAC.

Cody, Wyo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Cody Municipal Airport, Cody, Wyo. (latitude 44°31'09" N., longitude 109°01'25" W.), within 3 miles each side of the Cody VOR 022° and 202° radials, extending from the 8-mile radius area to 8.5 miles north of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles west and 9.5 miles east of the Cody VOR 022° and 202° radials, extending from 2.5 miles south to 18.5 miles north of the VOR.

Coffeyville, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Coffeyville, Kans., Municipal Airport (lat. 37°05'45"N., long. 95°34'25"W.); and within 3 miles either side of the 163° bearing from the airport extending from 7 miles to 8 miles south of the airport.

Colby, Kans.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Colby Municipal Airport (latitude 39°25'30" N., longitude 101°02'40" W.); and within 3 miles each side of the 017° bearing from Colby Municipal Airport, extending from the 5½-mile radius area to 8 miles north of the airport.

Cold Bay, Alaska
That airspace extending upward from 1,200 feet above the surface within a 16.5-mile radius of the Cold Bay VORTAC, extending clockwise from the 253° radial to the 041° radial; within 7 miles southeast of the Cold Bay VORTAC 041° radial, extending from the VORTAC to 16.5 miles northeast of the VORTAC; within 7 miles south of the Cold Bay VORTAC 253° radial, extending from the VORTAC to 16.5 miles west of the VORTAC; within 5 miles west and 11.5 miles east of the Cold Bay VORTAC 335° radial, extending from the VORTAC to 20 miles north of the VORTAC, and within 8.5 miles west and 5 miles east of the Cold Bay VORTAC 150° radial, extending from 18 to 29 miles south of the VORTAC.

Coldwater, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County Memorial Airport (lat. 41°56'05"N., long. 85°02'55"W.), within 2 miles each side of the Litchfield, Mich., VORTAC 239° radial extending from the 5-mile radius area to 8 miles northeast of the airport, and within 2 miles each side of the 209° bearing from the Branch County Memorial Airport extending from the 5-mile radius area to 8 miles southwest of the airport, and within 2.5 miles each side of Litchfield, Mich., VORTAC 239° radial extending from the 5-mile radius area to 8 miles southwest of the airport.

AMENDMENTS 10/4/79 44 F. R. 42168 (Rewritten)

PENDING AMENDMENT
Coleman, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Coleman Municipal Airport (lat. 31°50'31"N., long. 99°24'13"W.) and within 3.5 miles each side of the 343° bearing from the NDB (lat. 31°50'28"N., long. 99°24'21"W.) extending from the 7-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 1/24/80 44 F. R. 68450 (Added)

College Station, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Easterwood Field (latitude 30°35'19" N., longitude 96°21'54" W.); within 2 miles each side of the College Station VORTAC 107° radial extending from the 5-mile radius area to 18 miles east of the VORTAC; within 3.5 miles each side of the College Station northwest localizer course extending from the 5-mile radius area to 13 miles northwest of the localizer site (latitude 30°35'59" N., longitude 96°21'48.3" W.); within 1.5 miles each side of the southeast localizer course extending from the 5-mile radius area to 7 miles southeast of the localizer site; within a 5-mile radius of Coulter Field (latitude 30°43'00" N., longitude 96°19'45" W.); within 2 miles each side of the College Station VORTAC 025° radial extending from the 5-mile radius area of Coulter Field to 15 miles northeast of the College Station VORTAC.

Colorado Springs, Colo.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of City of Colorado Springs Municipal Airport (lat. 38°48'35"N., long. 104°42'20"W.) and within 5 miles west and 8 miles east of the Colorado Springs ILS localizer north course, extending from the 20-mile radius area to 21 miles north of the localizer, excluding the portion west of long. 104°52'00"W.; that airspace extending upward from 1200 feet above the surface bounded on the north by lat. 39°05'00"N., on the east by V-263 and V-169, on the south by lat. 38°30'00"N., on the west by a line from 38°30'00"N., 105°09'00"W., to 38°36'00"N., 105°08'00"W., to 38°40'00"N., 104°52'00"W., to 39°05'00"N., 104°52'00"W.; and that airspace extending upward from 11,700 feet MSL bounded on the north by lat. 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 long. 104°52'00"W., on the south by lat. 38°55'00"N., and on the west by long. 105°20'00"W.
PENDING AMENDMENT
Colorado Springs, Colo.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of the City of Colorado Springs Municipal Airport (lat. 38°48'35"N., long. 104°42'20"W.); and within 5 miles west and 8 miles east of the Colorado Springs Runway 17 ILS localizer course extending from the 20-mile radius area to 22.5 miles north of the airport, excluding that portion west of long. 104°52'00"W.; and that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 39°00'00"N., on the east by V-169, on the south by lat. 38°30'00"N., and on the west by long. 105°33'00"W.

AMENDMENTS 1/24/80 44 F. R. 68446 (Rewritten)

Columbia, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Columbia-Marion County Airport (lat. 31°17'45"N., long. 89°48'50"W.)

Columbia, Mo.
That airspace extending upward from 700 feet above the surface and within a 5-mile radius of the E. W. Cotton Woods Memorial Airport (lat. 39°00'15"N., long. 92°17'45"W.); within 1½ miles each side of the Hallsville, Mo., VORTAC 224° radial extending from the 5-mile radius area to the Hallsville, Mo., VORTAC; and within an 8½ mile radius of Columbia Regional Airport (lat. 38°48'49"N., long. 092°13'12"W.); within 2½ miles each side of the Hallsville, Mo., VORTAC 193° radial extending from the 8½-mile radius area to 10 miles south of the VORTAC; excluding the portion which overlies the Jefferson City, Mo., 700 foot floor transition area.

Columbia, S. C.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Columbia Metropolitan Airport (lat. 33°56'25.9" N., long. 81°07'11.2" W); within 9.5 miles southwest and 4.5 miles northeast of Columbia VORTAC 147° radial, extending from the 11-mile radius area to 18.5 miles southeast of the VORTAC; within 9.5 miles south and 4.5 miles north of Columbia ILS localizer west course, extending from the 11-mile radius area to 18.5 miles west of the LOM.

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.

Columbus, Miss
That airspace extending upward from 700 feet above the surface within a 17.5-mile radius of Columbus AFB (latitude 33°38'38" N., longitude 88°26'39" W.); within an 8-mile radius of Monroe County Airport (latitude 33°52'20" N., longitude 88°28'25" W.); within an 8-mile radius of Columbus-Lowndes County Airport (latitude 33°27'52"N., long. 88°22'50"W.); within 4.5 miles north and 9.5 miles south of the Bigbee VORTAC 281° radial, extending from the VORTAC to 18.5 miles west; within an 8.5-mile radius of Golden Triangle Regional Airport (lat. 33°26'48" N., long. 88°35'30" W.).

Columbus, Nebr.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Columbus Municipal Airport (lat. 41°26'49"N., long. 97°20'31"W.); and within 4.5 miles each side of the 323° bearing from the Columbus Airport extending from the 6.5-mile radius area to 11.5 miles northwest of the airport.

Columbus, Ohio
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center, lat. 39°59'41" N., long. 82°53'08" W. of Port Columbus International Airport, Columbus, Ohio; within a 14-mile radius of the center, lat. 39°49'00" N., long. 82°56'00" W. of Lockbourne AFB, Columbus, Ohio; within an 8-mile radius of the center, lat. 40°19'43" N., long. 82°31'32" W. of Mount Vernon Airport, Mount Vernon, Ohio; within an 8-mile radius of the center, lat. 40°01'29" N., long. 82°27'44" W. of Licking County Airport, Newark, Ohio; within a 7-mile radius of the center, lat. 40°04'40" N., long. 83°04'30" W. of Ohio State University Airport, Columbus, Ohio; within the arc of a 25-mile radius circle centered on a point located at lat. 39°59'59" N., long. 82°53'44" W., extending clockwise from the 048° bearing from this point to the 170° bearing from this point and within 3.5 miles each side of the 273° bearing from the Ohio State University RBN, lat. 40°04'47" N., long. 83°04'54" W., extending from the RBN to 11.5 miles west of the RBN; within a 6½-mile radius of Bolton Field (latitude 39° 54'07" N., longitude 83°08'12" W.); within a 9-mile radius of Fairfield County Airport (latitude 39°45'21" N., longitude 82°39'27" W.).

Columbus, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Columbus Airport (latitude 29°43'10" N., longitude 96°33'50" W.).

Colusa, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles E and 3.5 miles W of the Williams, Calif., VORTAC 015° radial, extending from the VORTAC to 11 miles N of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded on the E by the W edge of V-23, on the S by the N edge of V-200 and on the W by the W edge of V-195.

Commerce, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Commerce Municipal Airport (latitude 33°17'36" N., longitude 95°53'46" W.) and within 2.5 miles each side of the Sulphur Springs, Tex., VORTAC 286° radial extending from the 5-mile radius area to 14.5 miles west of the VORTAC.

Concord, N. H.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at 43°23'00" N., 71°11'50" 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., 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°23'00" N., 71°47'00" 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.

Concordia, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Blosser Municipal Airport (lat. 39°32'55"N., long. 97°39'05"W.); and within 3 miles each side of the 346° bearing from Concordia NDB (lat. 39°33'12"N., long. 97°39'03"W.) extending from the 5-mile radius area to the 8-mile radius area to 8 miles northwest of the NDB.

Connecticut
That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the State of Connecticut.

Connellsville, Pa.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center lat. 39° 57'35" N., long. 79°39'25" W. of Connellsville Airport and within 9.5 miles northwest and 4.5 miles southeast of the 229° bearing from the Connellsville, Pa., RBN lat. 39°57'37"N., long. 79°39'16"W., extending from the RBN to 19.5 miles southwest of the RBN, excluding the portion that coincides with the Morgantown, W. Va., transition area.

Connersville, Ind.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Mettel Airport (latitude 39°42'00" N.; longitude 85°08'00" W.), and within 3 miles each side of the 015° bearing from the Mettel Airport extending from the 6½-mile radius to 8 miles north of the airport; excluding that airspace designated at Richmond, Ind.

Conrad, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Conrad Airport (latitude 48°10'10" N., longitude 111°58'30" W.); within 3.5 miles each side of the 060° bearing from the Conrad RBN (latitude 48°11'12" N., longitude 111°55'31" W.) extending from the 9-mile radius area to 12 miles northeast of the RBN; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 4.5 miles southeast of the 060° bearing from the Conrad RBN extending from the RBN to 18.5 miles northeast of the RBN.

Conway, Ark.
That airspace extending upward from 700 feet above the surface within a 9.5-statute-mile radius of Conway Municipal Airport, Conway, Ark. (lat. 35°04'42"N., long. 92°25'29"W.); and within 3.5 statute miles each side of the 095° bearing from Conway NDB (lat. 35°05'02"N., long. 92°25'36"W.) extending from the 9.5-mile radius area to 11.5 statute miles east of the NDB; excluding that portion which overlies the Little Rock, Ark., transition area.

Conway, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Conway-Horry County Airport (lat. 33°49'13" N., long. 79°07'16" W.); within 3 miles each side of the 296° bearing from Horry RBN (lat. 33°49'54" N., long. 79°07'13" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN; excluding the portion that coincides with the Myrtle Beach transition area.

Cookeville, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Putnam County Airport (latitude 36°11'45" N., longitude 85°29'15" W.); within 3 miles each side of the 331° bearing from Cookeville RBN (latitude 36°11'34" N., longitude 85°29'04" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Cordele, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cordele Airport (latitude 31°59'15" N., longitude 83°46'24" W.).

Cordova, Alaska
That airspace extending upward from 700 feet above the surface within 6 miles northwest and 9.5 miles southeast of the 233° bearing from the Cordova (CDV) NDB extending from the intersection of the 233° bearing from the Cordova (CDV) NDB and Hinchinbrook, Alaska, RBN 106° bearing to 19 miles southwest; that airspace extending upward from 1,200 feet above the surface within 6 miles each side of the Cordova localizer east course extending from the localizer to 40 miles east; and within 5 miles each side of a line extending from the Johnstone Point VORTAC to the Cordova (CDV) NDB.

Corinth, Miss.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Roscoe Turner Airport (lat. 34°54'30" N., long. 88°36'00" W.); within 3 miles each side of the 185° and 346° bearings from Corinth RBN (lat. 34°54'39" N., long. 88°36'04" W.), extending from the 7-mile radius area to 8.5 miles south and north of the RBN.

Corning, Ark.
That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Corning Municipal Airport, Corning, Ark., lat. 36°24'14"N., long. 90°38'58"W.

AMENDMENTS 10/4/79 44 F. R. 46786 (Added)

Corning, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Corning Municipal Airport (latitude 40°59'30" N., longitude 94°45'40" W.); and within 3 miles each side of the 359° bearing from the Corning Municipal Airport, extending from the 5-mile radius to 8 miles north of the airport.

Corpus Christi, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Corpus Christi International Airport (latitude 27°46'20" N., longitude 97°30'20" W.); within a 9-mile radius of NAS Corpus Christi (latitude 27°41'30" N., longitude 97°17'15" W.); within a 4-mile radius of the Sinton Airport (latitude 28°02'25" N., longitude 97°32'34" W.); within 2 miles each side of the Corpus Christi VORTAC 328° radial, extending from the 4-mile radius area to the VORTAC; within 2 miles each side of the Corpus Christi ILS localizer SE course, extending from the 6-mile radius area to 13 miles SE of the airport; within 2 miles each side of the Corpus Christi ILS localizer NW course, extending from the International Airport 6-mile radius area to 8 miles NW of the OM; within 2 miles each side of the Navy Corpus RBN 135° bearing, extending from the NAS Corpus Christi 9-mile radius area to 8 miles SE of the RBN; and within 2 miles each side of the Navy Corpus TACAN 137° and 139° radials, extending from the NAS Corpus Christi 9-mile radius area to 12 miles SE of the TACAN.

Corry, Pa.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°54'30"N., 79°38'30"W. of Lawrence Airport, Corry, Pa.; within 3 miles each side of the 305° bearing from the Corry RBN (41°54'44"N., 79°38'54"W.), extending from the 5.5-mile radius area to 8.5 miles northwest of the RBN; and within 5 miles each side of the Tidioute, Pa., VORTAC 321° radial, extending from 5.5-mile radius area to the VORTAC.

Corsicana, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Corsicana Municipal Airport (latitude 32°02'00" N., longitude 96°24'00" W.); within 3 miles each side of the Scurry, Tex., VORTAC 186° radial extending from the 5-mile radius area to 24 miles south of the VORTAC and within 3 miles each side of the 155° bearing from the Corsicana, Tex., RBN (latitude 32°02'00" N., longitude 96°24'00" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

Cortez, Colo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cortez-Montezuma County Airport, Cortez, Colo., (latitude 37°18'15" N., longitude 108°37'35" W.), within 3.5 miles each side of the Cortez VOR 184° and 004° radials extending from the 7-mile radius area to 11.5 miles north of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles east and 9.5 miles west of the Cortez VOR 184° and 004° radials, extending from 8 miles south to 19 miles north of the VOR, and within 5 miles northeast of and parallel to the Dove Creek VORTAC 129° radial, extending from the VORTAC to 21 miles southeast of the VORTAC.

Cortland, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 42° 35'30" N., long. 76°13'00" W. of Cortland County Chase Field Airport, Cortland, N. Y., and within 6.5 miles north and 5 miles south of the Georgetown, N. Y., VORTAC 236° radial extending from the 9-mile radius area to the VORTAC.

Corvallis, Oreg.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Corvallis Municipal Airport (lat. 44°29'50"N., long. 123°17'10"W.) within 4.5 miles each side of the Corvallis VOR 029° radial, extending from the 7-mile radius area to 14 miles northeast of the VOR, within 5 miles west of the Corvallis VOR 014° radial, extending from the 7-mile radius area to 15 miles north of the VOR, within 5 miles each side of the Eugene, Oreg., VORTAC 345° radial, extending from 10 to 17 miles north of the VORTAC, and within 5 miles each side of the Corvallis VOR 180° radial, extending from the 7-mile radius area to 11 miles south of the VOR excluding that portion overlying the Eugene, Oreg., Transition Area; that airspace extending upward from 1,200 feet above the surface within 6 miles northwest and 8 miles southeast of the Corvallis VOR 029° and 209° radials, extending from 6 miles southwest to 17 miles northeast of the VOR.

Coshocton, Ohio
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Richard Downing Airport (latitude 40°18'37" N., longitude 81°51'17" W.); and within a 7-mile radius of the Tri-City Airport (latitude 40°15'45" N., longitude 81°44'35" W.).

Cotulla, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cotulla Municipal Airport (latitude 28°27'15" N., longitude 99°13'05" W.); within 2 miles each side of the Cotulla VOR 266° radial extending from the 5-mile radius area to 14 miles west of the VOR; and within 8 miles north and 5 miles south of the Cotulla VOR 086° and 266° radials extending to 5 miles west and 12 miles east of the VOR.

Covington, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Covington Municipal Airport (latitude 33°37'54" N., longitude 83°51'07" W.); within 5 miles each side of Rex VORTAC 093° radial, extending from the 6.5-mile radius area to 34 miles east of the VORTAC.

Covington, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Covington Municipal Airport (lat. 35°35'15"N., long. 89°35'15"W.); within 3 miles each side of the 186° bearing from Covington RBN (lat. 35°35'22" N., long. 89°35'14" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Cozad, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cozad Municipal Airport (latitude 40°52'23" N., longitude 100°00'19" W.); within 3 miles each side of the Cozad NDB 301° bearing, extending from the 5-mile radius to 8 miles NW of the NDB.

Cranberry Lake, N. Y.
That airspace extending upward from 1,200 feet above the surface beginning at the Saranac Lake, N. Y., VOR, thence southeast via the Saranac Lake VOR 134° radial to its point of intersection with the Burlington, Vt., VORTAC 215° radial; thence southwest along the Burlington, Vt., VORTAC 215° radial to its point of intersection with the Watertown, N. Y., VORTAC 123° radial; thence northwest along the Watertown VORTAC 123° radial to the Watertown VORTAC; thence northeast along the Watertown VORTAC 033° radial to its point of intersection with the Saranac Lake VOR 311° radial; thence southeast along the Saranac Lake VOR 311° radial to Saranac Lake VOR excluding the airspace in Canada.

Crawfordsville, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Crawfordsville Municipal Airport (latitude 39°58'45" N., longitude 86°55'00" W.) and within 3 miles each side of the 217° bearing from the Crawfordsville Municipal Airport extending from the 6-mile radius to 8 miles southwest.

Crescent City, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jack McNamara Field, Crescent City (lat. 41°46'50" N., long. 124°14'00" W.), within 3 miles each side of the Crescent City VORTAC 325° radial, extending from the 5-mile radius area to 9 miles northwest of the VORTAC and within 4 miles each side of the Crescent City VORTAC 180° radial, extending from the 5-mile radius area to 10 miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 10 miles east and 7 miles west of the Crescent City VORTAC 180° and 360° radials, extending from 8 miles north to 20 miles south of the VORTAC, within 5 miles each side of the Crescent City VORTAC 234° radial, extending from the VORTAC to 12 miles southwest of the VORTAC and within 8 miles northeast and 9.5 miles southwest of the Crescent City VORTAC 325° radial, extending from the VORTAC to 18.5 miles northwest of the VORTAC and within 9.5 miles southwest and 4.5 miles northeast of the ILS localizer northwest course, extending from the threshold of Runway 11 to 25 miles northwest.

Creston, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Creston Municipal Airport (latitude 41°01'05" N., longitude 94°21'35" W.); and within 3 miles each side of the 171° bearing from Creston Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport.

Crestview, Fla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Bob Sikes Airport (lat. 30°46'47" N., long. 86°31'21" W.).

Crete, Nebr.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Crete Municipal Airport (lat. 40°37'30"N., long. 96°55'45"W.); excluding that portion within the Lincoln, Nebr., transition area.

AMENDMENTS 11/29/79 44 F. R. 50820 (Added)
PENDING AMENDMENT
Crete, Nebr.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Crete Municipal Airport (lat. 40°37'30"N., long. 96°55'45"W.) and within 3 miles either side of the 204° true radial of the Lincoln VORTAC (lat. 40°55'25.7"N., long. 96°44'30.2"W.) extending from the 6½-mile radius area to 6½ miles southwest of the airport.
AMENDMENTS 1/24/80 44 F. R. 68449 (Rewritten)

Creve Coeur, Mo.
That airspace extending upward from 700 feet above the surface within 5 miles each side of the St. Louis, Mo., VORTAC 190° radial, extending from 12 miles south to 25½ miles south of the VORTAC, excluding the portions which overlie the Chesterfield, Mo., and St. Louis, Mo., 700-foot floor transition areas.

Crookston, Minn.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Crookston Municipal Kirkwood Field Airport (latitude 47°50'30" N., longitude 96°37'15" W.); within 3 miles each side of the 303° bearing from the airport extending from the 5½-mile radius area to 8 miles northwest of the airport; within 3 miles each side of the Grand Forks VORTAC 108° radial extending from the 5½-mile radius area to 7½ miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 55 mile arc southeast of the Grand Forks VORTAC between V-430 and V-171 excluding the portion which overlies the Grand Forks, N. Dak., transition area.

Crosbyton, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Crosbyton Municipal Airport (lat. 33°37'30"N., long. 101°14'30"W.), and 3.5 miles each side of the 189° bearing from the Crosbyton NDB (lat. 33°37'25"N., long. 101°14'17"W.), extending from the 7-mile radius to 11.5 miles south of the NDB.

AMENDMENTS 12/28/78 43 F. R. 50419 (Added)

Cross City, Fla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cross City Airport (lat. 29°37'45" N., long. 83°06'15" W.); within 3.5 miles each side of Cross City VORTAC 121° radial, extending from the 8-mile radius area to 7.5 miles southeast of the VORTAC.

Crossett, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Crossett Municipal Airport (latitude 33°10'30" N., longitude 91°52'45" W.); and within 3 miles each side of the 056° bearing from the Crossett RBN (latitude 33°10'30" N., longitude 91°52'45" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Cross Keys, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°42'09"N., 75°01'48"W., of Cross Keys Airport, Cross Keys, N. J., and within 2 miles each side of the Woodstown, N. J., VORTAC 071° radial, extending from the 5-mile radius to 9 miles east of the Woodstown, N. J., VORTAC.

Crossville, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Crossville Memorial Airport (latitude 35°57'05" N., longitude 85°05'05" W.); within 2 miles each side of the Hinch Mountain VORTAC 334° radial, extending from the 6.5-mile radius area to the VORTAC.

Crownpoint, N. Mex.
That airspace extending upward from 11,500 feet MSL within an area bounded on the north by a line beginning at lat. 35°56'20"N., long. 108°30'00"W., thence to lat. 36°11'00"N., long. 107°45'30"W.; bounded on the east by the west boundary of V-187; bounded on the south by the north boundary of V-62; and bounded on the west by the east boundary of V-421; excluding the portion which coincides with the Gallup, N. Mex., transition area.

Crows Landing, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Crows Landing ALF (latitude 37°24'35" N., longitude 121°06'40" W.), excluding the portion within a 1-mile radius of Patterson Field, Patterson, Calif., (latitude 37°28'05"N., longitude 121°10'06"W.), and that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 37°38'00" N., on the east by the west edge of V-109, on the southwest by the northeast edge of V-107 and on the west by longitude 121°31'00" W.

Cuba, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Cuba Municipal Airport (lat. 38°04'08"N., long. 91°25'42"W.); and within 3 miles each side of the 358° bearing from the Cuba Municipal Airport, extending from the 5-mile radius area to 8½ miles north of the airport; and 3 miles each side of 196° bearing from the Cuba Municipal Airport extending from the 5-mile radius area to 8½ miles south of the airport.

Cullman, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Folsom Field (lat. 34°15'57"N., long. 86°51'35"W.); within 3.5 miles northwest and 6.5 miles southeast of the 016° bearing of the Cole Spring RBN (lat. 34°22'04"N., long. 86°49'26"W.) extending from the 6.5-mile radius to 11.5 miles northeast of the RBN; excluding the portion that coincides with the Huntsville, Ala., transition area.

AMENDMENTS 6/14/79 44 F. R. 21765 (Changed)

Cullowhee, N. C.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Jackson County Airport (lat. 35°19'06"N., long. 83°12'43"W.).

AMENDMENTS 6/14/79 44 F. R. 21763 (Added)

Culpeper, Va.
That airspace extending upward from 700 feet above the surface within the arc of a 6.5-mile radius circle centered on Culpeper Municipal T. I. Martin Field (lat. 38°31'20"N., long. 77°51'40"W.) Culpeper, Va., extending clockwise from a 245° bearing to a 090° bearing from the center of the airport; within the arc of a 5.5-mile radius circle centered on Culpeper Municipal T. I. Martin Field, extending clockwise from a 090° bearing to a 245° bearing from the center of the airport and within 2.5 miles each side of the Casanova VORTAC 178° radial, extending from the 6.5-mile radius arc to the VORTAC, excluding the portion that coincides with the Midland, Va., transition area.

Cumberland, Md.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (lat. 39°37'02" N., long. 78°45'45" W.) of Cumberland Municipal Airport, Cumberland, Md.; and within 3.5 miles each side of the 022° bearing from the Cumberland RBN (lat. 39°39'00"N., long. 78°44'48"W.) extending from the 8.5-mile radius area to 11.5 miles north of the RBN; within 3.5 miles each side of the Cumberland Municipal Airport localizer northeast course extending from the 8.5-mile radius area to 18 miles northeast of the localizer.

AMENDMENTS 11/29/79 44 F. R. 53736 (Changed)

Cushing, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Cushing Municipal Airport (latitude 35°57'00" N., longitude 96°46'30" W.), and within 3.5 miles each side of the 180° bearing from the Cushing RBN (latitude 35°53'24" N., longitude 96°46'30" W.) extending from the 5-mile radius area to 11.5 miles south of the RBN.

Cut Bank, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Cut Bank Airport (latitude 48°36'41" N., longitude 112°22'45" W.); within 9½ miles northeast and 4½ miles southwest of the Cut Bank VORTAC 150° radial extending from the VORTAC to 18½ miles southeast of the VORTAC; and within a 12-mile radius of the Cut Bank VORTAC extending from a line 5 miles west of and parallel to the Cut Bank VORTAC 172° radial counterclockwise to a line 5 miles northeast of and parallel to the Cut Bank VORTAC 150° radial.

Daggett, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Barstow-Daggett Airport (latitude 34°51'20" N., longitude 116°47'10" W.); within 2 miles each side of the 050° bearing from Barstow-Daggett Airport extending from the 3-mile radius area to 6 miles NE of the airport, and within 2 miles each side of the 090° bearing from the Barstow-Daggett Airport extending from the 3-mile radius area to 6.5 miles E of the airport.

Dalhart, Tex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Dalhart Municipal Airport (latitude 36°01'10" N., longitude 102°33'10" W.), and within 2 miles each side of the Dalhart VORTAC 002° radial extending from the 9-mile radius area to 12 miles N of the VORTAC.

Dallas-Fort Worth, Tex.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 33°11'00" N., long. 97°27'00" W., thence to lat. 33°11'00" N., long. 97°19'00" W., to lat. 33°26'00" N., long. 97°15'00" W., to lat. 33°26'00" N., long. 97°07'00" W., to lat. 33°19'00" N., long. 97°06'00" W., to lat. 33°19'00"N., long. 96°57'00"W., to lat. 33°08'30"N., long. 96°36'00"W.; to lat. 33°08'30"N., long. 96°25'00"W.; to lat. 33°00'15"N., long. 96°25'15"W.; thence clockwise along the arc of a 5-mile radius circle centered at lat. 32°56'00"N., long. 96°26'00"W.; to lat. 32°51'30"N., long. 96°25'30"W.; to lat. 32°44'00"N., long. 96°26'00"W.; to lat. 32°41'00"N., long. 96°29'30"W.; to lat. 32°37'30"N., long. 96°30'15"W.; to lat. 32°37'45"N., long. 96°32'45"W.; to lat. 32°34'00"N., long. 96°37'00"W.; to lat. 32°29'00"N., long. 96°32'00"W.; to lat. 32°25'00"N., long. 96°38'00"W.; to lat. 32°31'00"N., long. 96°44'00"W.; to lat. 32°29'00"N., long. 97°01'00"W.; to lat. 32°23'00" N., longitude 97°05'00" W.; to latitude 32°16'30" N., longitude 97°25'30" W.; to latitude 32°19'30" N., longitude 97°33'00" W.; thence north along longitude 97°33'00" W. to and clockwise along the arc of a 23-mile radius circle centered at latitude 32°46'20" N., longitude 97°28'30" W.; to latitude 32°55'00" N., to latitude 33°13'00" N., longitude 97°56'00" W.; to latitude 33°15'30" N., longitude 97°49'00" W.; to latitude 33°13'30" N., longitude 97°39'30" W.; thence clockwise along the arc of a 5-mile radius circle centered at latitude 33°15'30" N., longitude 97°34'40" W., to latitude 33°12'00" N., longitude 97°31'30" W.; to point of beginning.

Dalton, Ga.
That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of Dalton Municipal Airport (lat. 34°43'00"N., long. 84°52'00"W.); within 5.5 miles southwest and 6.5 miles northeast of the 318° bearing from the Whitfield RBN (lat. 34°47'37"N., long. 84°56'53"W.), extending from the 14.5-mile radius area to 8.5 miles northwest of the RBN, excluding that portion that coincides with the Chattanooga, Tenn., transition area.

Danbury, Conn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center latitude 41°22'15" N., longitude 73°29'00" W. of Danbury Airport, Danbury, Conn., extending clockwise from the 018° bearing from the center of the airport to the 288° bearing and within a 13-mile radius from the 288° bearing clockwise to the 018° bearing and within 3.5 miles each side of the Carmel VORTAC 218° radial extending from the 9-mile radius area to 11.5 miles southwest of the Carmel VORTAC.
Within 2.5 statute miles each side of a 262° magnetic bearing from a point 41°25'05" N., 73°18'45" W., extending from 1 statute mile west of said point to 9 statute miles west of said point; within 2.5 statute miles each side of a 082° magnetic bearing from a point 41°19'22" N., 73°39'19" W., extending from 1 statute mile east of said point to 9 statute miles east of said point, excluding that airspace which coincides with the Bridgeport, Conn., and White Plains, N. Y., 700-foot floor transition areas.

PENDING AMENDMENT
Danbury, Tex.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Garrett Ranch Airport, Danbury, Tex. (lat. 29°17'13"N., long. 95°21'34"W.).

AMENDMENTS 1/24/80 44 F. R. 67370 (Added)

Danielson, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°49'10" N., 71°54'05" W., of Danielson Airport, Danielson, Conn.; within 2 miles each side of the runway 3 centerline, extended from the 5-mile radius area to 7.5 miles southeast of the end of the runway; within 2 miles each side of the runway 31 centerline, extended from the 5-mile radius area to 7.5 miles northwest of the end of the runway; and within 3 miles each side of the Putnam VORTAC 197° radial, extending from the 5-mile radius area to 2 miles south of the VORTAC.

Dansville, N. Y.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center, 42°34'11"N., 77°42'43"W., of Dansville Municipal Airport, Dansville, N. Y.; within a 16-mile radius of the center of the airport, extending clockwise from a 025° bearing from the airport to a 090° bearing from the airport; within 5 miles each side of the Geneseo, N. Y., VORTAC 177° radial, extending from the 10.5-mile radius area to the VORTAC, excluding the portion that coincides with the Hornell, N. Y., 700 foot floor transition area. This transition area is effective from sunrise to sunset daily.

Danville, Ill.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Vermillion County Airport (lat. 40°11'54" N., long. 87°35'49" W.); and within 2 miles each side of the Danville VORTAC 096° radial extending from the 6½-mile radius to the VORTAC.

Danville, Ky.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Goodall Field (lat. 37°34'45"N., long. 84°46'10"W.); within 3.5 miles each side of the 033° bearing from the Goodall RBN (lat. 37°34'35"N., long. 84°45'50"W.) extending from the 7-mile radius area to 8.5 miles northeast of the RBN.

AMENDMENTS 4/19/79 44 F. R. 19185 (Added)

Danville, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 36°34'30" N., long. 79°20'11" W., of Danville Municipal Airport, Danville, Va.; within 3 miles each side of the Danville, Va., VOR 044° radial, extending from the 8-mile radius area to 8.5 miles northeast of the VOR and within 3 miles each side of the Danville, Va., VOR 208° radial, extending from the 8-mile radius area to 8.5 miles southwest of the VOR; within 2.5 miles each side of a 017° bearing from a point 36°34'48" N., 79°20'08" W., extending from the 8-mile radius area to 11.5 miles north of said point.

Darlington, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Darlington County Airport (latitude 34°26'50" N., longitude 79°53'23" W.).

Davis, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of University Airport (latitude 38°31'55" N., longitude 121°47'10" W.).

Dayton, Ohio
That airspace extending upward from 700 feet above the surface bounded by a line beginning at: 39°59'00" N., 83°40'00" W. to 39°55'00" N., 83°37'00" W. to 39°45'00" N., 83°43'00" W. to 39°39'00" N., 84°07'00" W. to 39°45'00" N., 84°24'00" W. to 39°49'00" N., 84°27'00" W. to 40°04'00" N., 84°17'00" W. to the point of beginning.

Dayton, Ohio (Montgomery County)
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Montgomery County Airport (lat. 39°35'21" N., long. 84°13'21" W.), and within 3 miles each side of the Montgomery County VOR 145° radial extending from the 6-mile radius area to 8 miles southeast of the VOR; within 3 miles each side of the 027° radial extending from the 6-mile radius area to 8.5 miles northeast excluding the portions which overlie the Middletown and Dayton, Ohio, transition areas.

Dayton, Tenn.
That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of the Mark Anton Airport (lat. 35°29'09"N., long. 84°55'56"W.) excluding the portions that coincide with the Athens, Tenn., and Chattanooga, Tenn., transiton areas.

Daytona Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Daytona Beach Regional Airport (lat. 29°10'49" N., long. 81°03'23" W.); within a 6.5-mile radius of Municipal Airport, Ormond Beach, Fla. (lat. 29°18'00" N., long. 81°06'49" W.); within 3 miles each side of Ormond Beach VORTAC 256° radial extending from the 6.5-mile radius area to 8.5 miles west of the VORTAC.

Deadhorse, Alaska
That airspace extending upward from 700 feet above the surface within 6.5 miles S and 9.5 miles N of the Deadhorse VOR 075° radial extending from the VOR to 20 miles E of the VOR; within 6.5 miles S and 10 miles N of the Deadhorse VOR 255° radial extending from the VOR to 25.5 miles W; and within a 16.5-mile radius of the Deadhorse VOR extending from the 099° radial clockwise to the 231° radial; that airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at latitude 69°40'00" N., longitude 153°00'00" W.; to 70°33'00" N., 150°45'00" W.; thence east via 3 nautical miles offshore to latitude 70°14'00" N., longitude 146°00'00" W.; to 69°00'00" N., 148°00'00" W.; to 68°00'00" N., 148°00'00" W.; to 68° 00'00" N., 153°00'00" W.; thence to point of beginning.

Decatur, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Decatur Airport (latitude 39°50'05" N., longitude 88°51'50" W.).

Deckerville, Mich.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Lamont Airport (latitude 43°34'35" N., longitude 82°39'10" W.); within 3 miles each side of the 076° bearing from the airport extending from the 5.5-mile radius area to 8.5 miles east of the airport; within 3 miles each side of the 285° bearing from the airport, extending from the 5.5-mile radius area to 8.5 miles west of the airport.

Decorah, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Decorah Municipal Airport (latitude 43°16'35" N., longitude 91°44'50" W.); and within 3 miles each side of the 122° bearing from Decorah Municipal Airport, extending from the 5½-mile radius area to 8 miles southeast of the airport.

PENDING AMENDMENT
Deferiet, N. Y.
That airspace extending upward from 700 feet above the surface bounded by lat. 44°17'59"N., long. 75°42'29"W., clockwise along a 17-mile arc centered at lat. 44°03'00"N., long. 75°44'00"W. (Wheeler-Sack, N. Y., Airport) to lat. 44°09'00"N., long. 75°25'00"W.; to lat. 44°00'00"N., long. 75°14'50"W.; to lat. 43°53'30"N., long. 75°14'50"W.; to lat. 43°53'30"N., long. 75°29'10"W.; to lat. 43°43'40"N., long. 75°44'30"W.; to lat. 43°50'30"N., long. 75°53'30"W.; to lat. 44°04'10"N., long. 75°49'10"W.; to the point of beginning. This transition area is effective from January 2, 1980, to February 1, 1980.

AMENDMENTS 1/2/80 44 F. R. 67104 (Added)

Defiance, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Defiance Memorial Airport (latitude 41°20'15" N., longitude 84°25'45" W.); within 3.5 miles each side of the 303° bearing from the airport extending from the 6.5-mile radius area to 11.5 miles northwest of the airport.

DeLancey, N. Y.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 42°40'00" N., 75°30'00" W. to 42°10'00" N., 75°25'00" W. to 42°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.

De Land, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of De Land Municipal/Sidney H. Taylor Field (lat. 29°04'03" N., long. 81°17'00" W.); excluding the portion within Daytona Beach transition area.

Delano, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Delano Municipal Airport (latitude 35°44'48" N., longitude 119°14'08" W.) and within 3 miles each side of the Bakersfield VORTAC 336° T radial, extending from the 3-mile radius area to 12 miles NW of the VORTAC.

Delaware
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Delaware including the offshore airspace within 3 nautical miles and parallel to the shoreline.

Del Rio, Tex.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of lat. 29°23'00"N., long. 100°50'15"W., and within 4.5 miles west and 9.5 miles east of the Laughlin VORTAC 148° radial extending from the 12-mile radius area to 22 miles southeast of the VORTAC and within 8.5 miles west and 6.5 miles east of the Laughlin VORTAC 315° radial extending from the 12-mile radius area to 18 miles northwest of the VORTAC, excluding the portion outside of the United States and 2 miles each side of the 331° bearing from the LOM (lat. 29°26'43"N., long. 100°59'20"W.), extending from the LOM to 8.5 miles northwest of the LOM.

AMENDMENTS 10/4/79 44 F. R. 47322 (Changed)

Delta, Utah
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Delta Municipal Airport (lat. 39°23'00"N., long. 112°30'35"W.); and within 10.5 miles northwest and 5 miles southeast of the Delta VORTAC 203° radial, extending from the 9-mile radius area to 18.5 miles southwest of the VORTAC; within 5 miles east of the Delta VORTAC 186° radial, extending from the 9-mile radius area to 13 miles south of the VORTAC; within 8 miles west and 6.5 miles east of the Delta VORTAC 360° radial, extending from the 9-mile radius area to 30 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9 miles southeast and 13.5 miles northwest of the Delta VORTAC 203° and 023° radials, extending from 12 miles northeast to 25.5 miles southwest of the VORTAC; and that airspace within 5 miles northeast and 5 miles southwest of the Delta VORTAC 326° radial extending from the VORTAC to the southeast boundary of Restricted Area R-6402.

Deming, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Deming Municipal Airport (lat. 32°15'40" N., long. 107°43'10" W.).

Demopolis, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Demopolis Municipal Airport (lat. 32°27'45" N., long. 87°57'05" W.).

Denison, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Denison, Iowa, Municipal Airport (latitude 41°59'15" N., longitude 95°23'00" W.) and within 2 miles each side of the 115° bearing from Denison Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport.

Denver, Colo.
That airspace extending upward from 700 feet above the surface, within an arc of a 22-mile radius circle centered on Stapleton Airport (latitude 39°46'30" N., longitude 104°52'40" W.) extending clockwise between the 253° and 078° bearings from Stapleton Airport, within an arc of a 37-mile radius circle centered on Stapleton Airport extending clockwise between the 078° and 160° bearings from Stapleton Airport, within an arc of a 31-mile radius circle centered on Stapleton Airport extending clockwise between the 160° and 194° bearings from Stapleton Airport, and within an arc of a 24-mile radius circle centered on Stapleton Airport extending clockwise between the 194° and 253° bearings from the Stapleton Airport;
that airspace extending upward from 1200 feet above the surface bounded on the north by lat. 40°30'00"N., thence northeast bound by V-207, thence eastbound by lat. 41°00'00"N., on the east by V-169, on the south by 39°00'00"N., on the west by long. 106°00'00"W., excluding the airspace within Federal airways;
that airspace extending upward from 12,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°23'00" W. to latitude 39°20'00" N., thence direct latitude 39°30'00" N., longitude 105°30'00" W., and on the west by longitude 105°30'00" W.; and that airspace extending upward from 13,700 feet MSL bounded on the north by latitude 40°30'00" N., on the east by longitude 105°30'00" W. to latitude 39°30'00" N., thence direct to latitude 39°20'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°23'00" W., thence direct latitude 39°05'00" N., longitude 105°26'00" W., thence direct latitude 39°44'00" N., longitude 105°38'00" W., thence direct latitude 40°30'00" N., longitude 105°33'00" W.

DeQueen, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sevier County Airport (latitude 34°02'44" N., longitude 94°23'58" W.) and within 3.5 miles each side of the 269° bearing from the DeQueen NDB (latitude 34°02'39" N., longitude 94°23'59" W.) extending from the 5-mile radius area to a point 10 miles west of the NDB.

De Quincy, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of De Quincy Industrial Airpark (lat. 30°26'17"N., long. 93°28'21"W.); within 2 miles each side of the Lake Charles VORTAC 313°T radial extending from the 5-mile radius area to 24.5 miles northwest of the VORTAC and within 3 miles either side of the 325°T bearing from the De Quincy NDB (lat. 30°26'06"N., long. 93°28'00"W.) extending from the 5-mile radius area to 8 miles northwest of the NDB.

DeRidder, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Beauregard Parish Airport (lat. 30°50'00"N., long. 93°20'00"W.) within 3.5 miles each side of the 347° bearing from the DeRidder NDB (lat. 30°50'00"N., long. 93°20'00"W.) extending from the 5-mile radius area to 11.5 miles north of the NDB, and within 3 miles each side of the 191° bearing from the DeRidder NDB extending from the 5-mile radius area to 8 miles south of the NDB.

Des Moines, Iowa
That airspace extending upward from 700 feet above the surface within an 18-mile radius of Des Moines Municipal Airport (latitude 41°32'05" N., longitude 93°39'35" W.).; and that airspace extending upward from 3,500 feet MSL bounded by a line starting at the intersection of longitude 93°30'00" W., and the north edge of V-216; thence southwest along the north edge of V-216 to and north along longitude 95°00'00" W., to and east along the south edge of V-6S to the intersection of the south edge of V-6S and longitude 94°10'15" W.; thence southeast to latitude 40°56'30" N., longitude 93°54'00" W.; thence northeast to latitude 41°01'45" N., longitude 93°30'00" W.; thence south to the point of beginning.

Detroit, Mich.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 43°00'00" N., longitude 82°25'00" W., on the Canadian boundary to latitude 43°04'00" N., longitude 82°30'00" W., to latitude 42°53'00" N., longitude 83°00'00" W., to latitude 42°45'00" N., longitude 83°50'00" W., to latitude 42°30'00" N., longitude 83°50'00" W., to latitude 42°10'00" N., longitude 84°00'00" W., to latitude 42°00'00" N., longitude 83°30'00" W., thence east along the 42nd parallel to the Canadian boundary, thence along the Canadian boundary to point of beginning.

Detroit Lakes, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Detroit Lakes Municipal Airport (latitude 46°49'34" N., longitude 95°53'06" W.); within 3 miles each side of the Detroit Lakes VOR 315° radial extending from the 5-mile radius area to 7½ miles northwest of the VOR; within 3 miles each side of the 145° radial extending from the 5-mile radius area to 8 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the Detroit Lakes VOR 315° radial extending from the VOR to 18½ miles northwest; within 4½ miles southwest and 9½ miles northeast of the VOR 145° radial extending from the VOR to 18½ miles southeast, excluding that portion which overlies the Fargo, N. Dak., transition area.

Devils Lake, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Devils Lake Municipal Airport (latitude 48°06'55" N., longitude 98°54'30" W.); within 4½ miles southwest and 9½ miles northeast of the Devils Lake VORTAC 134° radial extending from the VORTAC to 18½ miles southeast of the VORTAC; within 4½ miles northeast and 9½ miles southwest of the Devils Lake VORTAC 324° radial extending from the VORTAC to 18½ miles northwest of the VORTAC; within 4½ miles southeast and 9½ miles northwest of the 026° bearing from the Devils Lake Airport extending from the airport to 18½ miles northeast of the airport; and that airspace extending upward from 1200 feet above the surface within a 17½ mile radius of the Devils Lake VORTAC.

Dexter, Mo.
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Dexter Municipal Airport (latitude 36°46'30" N., longitude 89°56'30" W.).

Dickinson, N. Dak.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Dickinson Municipal Airport (lat. 46°47'45"N., long. 102°48'00"W.) and that airspace extending upward from 1,200 feet above the surface within a 22-mile radius of the Dickinson VORTAC (lat. 46°51'36"N., long. 102°46'23"W.) extending clockwise from the Dickinson VORTAC 214° radial to the Dickinson VORTAC 093° radial.

AMENDMENTS 11/29/79 44 F. R. 53156 (Rewritten)

Dickson, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Dickson Municipal Airport (lat. 36°07'47" N., long. 87°25'48" W.).

Dillingham, Alaska
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Dillingham Airport (latitude 59°02'30" N., longitude 158°30'28" W.); and that airspace within 2.5 miles each side of the Dillingham VORTAC 025° radial extending from the 8.5-mile radius zone to 15.5 miles northeast of the VORTAC and within 2 miles each side of the Dillingham VORTAC 205° radial extending from the 8.5 mile radius zone to 9 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles northwest and 9.5 miles southeast of the Dillingham VORTAC 025° and 205° radials extending from 23 miles northeast to 18.5 miles southwest of the VORTAC and within an 18-mile radius of the Dillingham VORTAC extending clockwise from the 056° radial to the 173° radial of the VORTAC.

Dillon, Mont.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Dillon Airport (lat. 45°15'20" N., long. 112°33'10" W.) and within 3 miles each side of the Dillon VORTAC 025° radial, extending from the 6-mile radius zone to 8.5 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 6 miles southeast of the Dillon VORTAC 025° radial, extending from the VORTAC to 24 miles northeast; and that airspace extending upward from 11,700 feet MSL within 7.5 miles west and 10.5 miles east of the Dillon VORTAC 168° and 348° radials extending from 4.5 miles north to 19.5 miles south of the VORTAC.

Dillon, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dillon County Airport (lat. 34°27'00" N., long. 79°22'00" W.); within 3 miles each side of the 233° bearing from the Dillon REN (lat. 34°26'59" N., long. 79°22'10" W.), extending from the 5-mile radius area to 8.5 miles southwest of the REN.

District of Columbia
That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the District of Columbia. The portion within P-56 is excluded.

Dixon, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Charles R. Walgreen Field, Dixon, Ill. (latitude 41°50'03" N., longitude 89°26'37" W.), and within 2 miles each side of the Polo, Ill., VORTAC 155° radial extending from the 5-mile radius area to the VORTAC.

Dodge City, Kans.
That airspace extending upward from 700 feet above the surface within a 9.5 mile radius of the Dodge City Municipal Airport (latitude 37°45'42" N., longitude 99°57'51" W.).

Donalsonville, Ga.
That airspace extending from 700 feet above the surface within a 6.5-mile radius of Donalsonville Municipal Airport (lat. 31°01'00"N., long. 84°52'30"W.); within 3 miles each side of the 188° bearing from the Donalsonville RBN (lat. 31°00'37"N., long. 84°52'32"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

AMENDMENTS 4/26/79 44 F. R. 16365 (Changed)

Dothan, Ala.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Dothan Airport (lat. 31°19'10"N., long. 85°27'30"W.); within 5 miles each side of Wiregrass VORTAC 157° radial, extending from the 3.5-mile radius area to 11.5 miles SE of the VORTAC; within 4.5 miles each side of Wiregrass VORTAC 331° radial, extending from the 8.5-mile radius area to 10.5 miles NW of the VORTAC; excluding the airspace within a 1.5-mile radius of Headland Municipal Airport (lat. 31°21'45"N., long. 85°18'30"W.), the portion that coincides with the Fort Rucker, Ala., transition area, and the airspace within 1.5 miles each side of Wiregrass VORTAC 350° radial; within a 6.5-mile radius of Wheelless Airport (lat. 31°13'35"N., long. 85°29'30"W.); excluding the portion northwest of Wiregrass VORTAC 237° radial.

Douglas, Ariz.
That airspace extending upward from 700 feet above the surface within 4.5 miles southwest and 9.5 miles northeast of the Douglas VORTAC 333° radial extending from the VOR to 18.5 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 9-mile radius of the Douglas VORTAC, within a 23-mile radius of the Douglas VORTAC extending clockwise from the southwest edge of V-66 to the southeast edge of V-66, and within 5 miles east and 8.5 miles west of the Douglas VORTAC 347° radial extending from the 23-mile radius area to the Cochise VORTAC, excluding the portion within the Cochise, Ariz., transition area.

Douglas, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Douglas Municipal Airport (latitude 31°29'10" N., longitude 82°51'15" W.).

Douglas, Wyo.
That airspace extending upward from 8,500 feet MSL, bounded on the north by latitude 42°44'00" N., and the east by the Wyoming-Nebraska state boundary and V-169, on the southeast by V-89, on the south by V-100, on the west by V-19E and on the southwest by V-19E and V-247.

Dover, Del.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 39° 07'30" N., long. 75°28'00" W. of Dover AFB, Dover, Del.; within 3.5 miles each side of the Dover TACAN 178° radial, extending from the 9-mile radius area to 10.5 miles south of the TACAN; within 3.5 miles each side of the Dover TACAN 012° radial, extending from the 9-mile radius area to 10.5 miles north of the TACAN; within 3.5 miles each side of the Dover TACAN 132° radial, extending from the 9-mile radius area to 10.5 miles southeast of the TACAN; and within a 5-mile radius of the center, lat. 39°13'04" N., long. 75°35'56" W., of Delaware Airpark, Dover-Cheswold, Del.; and within 6.5 miles north and 4.5 miles south of the Kenton, Delaware VORTAC 078° and 258° radials extending from 5.5 miles west to 11.5 miles east of the VORTAC.

Dowagiac, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Cass County Memorial Airport, (latitude 41°59'30" N., longitude 86°07'37" W.); within 2 miles each side of the Keeler, Mich., 181° radial extending from the 7-mile radius area to the VOR, excluding the portion which overlies the South Bend, Ind., transition area.

Downingtown, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 39° 59'00" N., long. 75°44'30" W., of Bob Shannon Memorial Field, Downingtown, Pa., and within 6.5 miles northeast and 4.5 miles southwest of the Modena, Pa., VORTAC 320° radial and 140° radial, extending from 5.5 miles northwest to 11.5 miles southeast of the VORTAC. This transition area is effective from sunrise to sunset, daily.

Doylestown, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (latitude 40°20'20" N., longitude 75°07'20" W.) of Doylestown Airport, Doylestown, Pa.; within 8 miles northwest and 4.5 miles southeast of the 224° bearing and the 044° bearing from the Doylestown, Pa. RBN (latitude 40°19'59" N., longitude 75°07'21" W.), extending from 5.5 miles southwest of the RBN to 11.5 miles northeast of the RBN; within 8 miles northwest and 4.5 miles southeast of the Solberg, N. J. VORTAC 229° radial, extending from 7.5 miles southwest of the VORTAC to 24.5 miles southwest of the VORTAC, excluding the portions which coincide with the North Philadelphia, Pa., Pittstown, N. J., and Readington, N. J., transition areas.

Drew, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Ruleville-Drew Airport (lat. 33°46'39" N., long. 90°31'27" W.).

Dublin, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Dublin Municipal Airport (lat. 32°33'55" N., long. 82°59'10" W.); within 2.5 miles each side of Dublin VORTAC 274° radial, extending from the 6-mile radius area to the VORTAC.

Dublin, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 37°08'12"N., long. 80°40'50"W., of New River Valley Airport, Dublin, Va.; within a 23-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 272° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 272° bearing to a 291° bearing from the airport; within an 18-mile radius of the center of the airport, extending clockwise from a 291° bearing to a 314° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 314° bearing to a 355° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 355° bearing to a 015° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 015° bearing to a 060° bearing from the airport; within 5 miles each side of the Pulaski VORTAC 192° radial extending from the VORTAC to 11.5 miles south of the VORTAC, and within 5 miles each side of the 233° bearing from a point lat. 37°08'39" N., long. 80°40' 03" W., extending from said point to a point 16 miles southwest.

Dubois, Idaho
That airspace extending upward from 1,200 feet above the surface within 11 miles east and 7 miles west of the Dubois VOR 170° and 350° radials, extending from 10 miles north to 20 miles south of the VOR.

Du Bois, Pa.
That airspace extending upward from 700 feet above the surface within an 11.5 mile radius of the center, 41° 10'45" N., 78°53'45" W. of Du Bois-Jefferson County Airport and within 3.5 miles each side of the Du Bois ILS localizer northeast course extending from the 11.5-mile radius area to 11.5 miles northeast of the OM.

Dubuque, Iowa
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Dubuque Municipal Airport (latitude 42°24'10" N., longitude 90°42'32" W.); and within 3 miles on either side of the Dubuque VORTAC 321° radial, extending from the VORTAC to 8 miles northwest of the airport reference point; and within 3½ miles on either side of the Dubuque VORTAC 131° radial, extending from the VORTAC to 15½ miles southeast of the airport reference point, and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 42°05'00" N., longitude 91°00'00" W., thence W. along latitude 42°05' 00" N., to and N. along longitude 92°15'00" W., to and counterclockwise along the arc of a 29-mile radius circle centered on the Waterloo, Iowa, VORTAC to and E. along the S. edge of V-100, to and clockwise along the arc of a 29-mile radius circle centered on the Dubuque VORTAC, to and SE. along the SW. edge of V-218, to and S. along longitude 89°55'00" W. to and SW along the NW edge of V-216, to 90°08'00" W., and S. to the N. edge of V-172, to and N. along longitude 91°00'00" W., to the point of beginning, excluding the portion which overlies the State of Illinois.

Duchesne, Utah
That airspace extending upward from 1200 feet above the surface within 8 miles north and 6 miles south of the 104°T and 283°T radials extending from 14 miles east to 14 miles west of the Myton VORTAC.

Duluth, Minn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Duluth International Airport (latitude 46°50'30" N., longitude 92°11'25" W.); within a 17.5-mile radius of the Duluth International Airport, extending from the Duluth VOR 262° radial clockwise to the Duluth VOR 058° radial; within 4½ miles north and 9½ miles south of Duluth localizer west course, extending from 4 miles east to 18½ miles west of the OM; and within 4½ miles east and 9½ miles west of the Duluth VORTAC 023° radial, extending from the 17.5-mile radius area to 28 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of Duluth International Airport; within 8 miles northwest and 5 miles southeast of the Duluth VORTAC 051° radial, extending from the 35-mile radius area to 41 miles northeast of the VORTAC; and within 4½ miles northwest and 9½ miles southeast of the Duluth VORTAC 244° radial, extending from the 35-mile radius area to 41 miles southwest of the VORTAC; excluding the portions which overlie the Hibbing, Minn., and Cloquet, Minn., transition areas; and the State of Wisconsin.

Dumas, Tex.
That airspace extending upward from 700 feet above the surface within a 6-statute-mile radius of the Dumas Municipal Airport (lat. 35°51'30"N., long. 102°00'30"W.).
PENDING AMENDMENT
The Dumas, Tex., transition area is amended by adding the following: "and within 3 miles each side of the 197° bearing from the NDB (lat. 35°51'47"N., long. 102°00'44"W.) extending from the 6-mile radius area to 8.5 miles south of the NDB."

AMENDMENTS 1/24/80 44 F. R. 68451 (Changed)

Duncan, Okla.
That airspace extending upward from 700 feet above the surface within a 8.5-mile radius of Halliburton Field (latitude 34°28'30" N., longitude 97°57'30" W.), and within 2 miles each side of the Duncan VOR 157° radial, extending from the 8.5-mile radius area to 7 miles southeast of the VOR.

Dunkirk, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 42°29' 30" N., 79°16'30" W., of Dunkirk Municipal Airport, Dunkirk, N. Y., and within a 13.5-mile radius of the center of the airport extending clockwise from a 022° to 232° bearing from the airport.

Durango, Colo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the La Plata County Airport (lat. 37°09'12"N., long. 107°45'04"W.) and within 5 miles each side of the Durango VOR 224°T radial extending from the 7-mile radius area to 17.5 miles southwest of the VOR; that airspace extending upward from 1,200 feet above the surface within 9.5 miles southeast and 6 miles northwest of the Durango VOR 224° and 044° radials, extending from 8 miles northeast to 25 miles southwest of the VOR.

Durant, Okla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Eaker Field (lat. 33°56'30"N., long. 96°24'00"W.) and within 3 miles each side of a 167° bearing from the Durant NDB (lat. 33°56'32"N., long. 96°23'54"W.) extending from the 8.5-mile radius area to 9 miles SE of the NDB.

Dutch Harbor, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles each side of the Dutch Harbor NDB 360° bearing extending from the NDB to 17.5 miles north of the NDB and within 4.5 miles east and 9.5 miles west of the NDB 360° bearing extending from 11.5 miles to 36 miles north of the NDB.

Dwight, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Dwight Airport (latitude 41°08'05" N., longitude 88°26'30" W.); and within 3 miles either side of the 097° bearing from the airport extending from the 5-mile radius area to 3 miles from the airport.

Dyersburg, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Dyersburg Municipal Airport (latitude 36°00'00" N., longitude 89°24'20" W.); within 3 miles each side of the Dyersburg VORTAC 078° radial, extending from the 6.5-mile radius area to 8.5 miles east of the VORTAC.

Eagle, Colo.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at lat. 39°34'30" N., long. 106°25'00" W.; to lat. 39°45'30" N., long. 106°25'00" W.; to lat. 39°47'00" N., long. 107°05'00" W.; to lat. 39°41'00" N., long. 107°12'30" W.; to lat. 39°27'30" N., long. 107°01'00" W.; to lat. 39°33'30" N., long. 106°53'00" W.; to the point of beginning.

Eagle Lake, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Eagle Lake Airport (latitude 29°36'00" N., longitude 96°19'26" W.); and within 2 miles each side of the Eagle Lake VOR 007° radial extending from the 5-mile radius area to 8 miles N of the VOR.

Eagle Pass, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Eagle Pass Municipal Airport (latitude 28°42'00" N., longitude 100°28'45" W.) and within 3 miles each side of the 089° bearing from the Eagle Pass RBN (latitude 28°42'20" N., longitude 100°29'10" W.) extending from the 5-mile radius area to 8 miles east of the Eagle Pass RBN excluding the portion outside the United States.

Eagle River, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Eagle River Municipal Airport (latitude 45°55'45" N., longitude 89°16'00" W.); and within 3 miles each side of the 037° bearing from Eagle River Municipal Airport extending from the 5-mile radius area to 7½ miles northeast of the airport.

East Hampton, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°57' 36" N., 72°15'05" W., of East Hampton Airport, East Hampton, N. Y., extending clockwise from a 307° bearing to a 044° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 044° bearing to a 092° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 092° bearing to a 232° bearing from the airport; and within a 7-mile radius of the center of the airport extending clockwise from a 232° bearing to a 307° bearing from the airport.

PENDING AMENDMENT
Eastland, Tex.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Eastland Municipal Airport (lat. 32°25'00"N., long. 98°48'45"W.) and within 3.5 miles each side of the 180° bearing from the NDB (lat. 32°23'55"N., long. 98°48'35.18"W.) extending from the 6.5-mile radius area to a point 8.5 miles south of the NDB.

AMENDMENTS 1/24/80 44 F. R. 67371 (Added)

East Liverpool, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Columbiana County Airport (latitude 40°40'24" N., longitude 80°38'30" W.); within 3 miles each side of the 070° bearing from the airport, extending from the 5-mile radius area to 8.5 miles east of the airport, excluding that portion which overlies the Beaver Falls, Pa., transition area.

Eastman, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Eastman-Dodge County Airport (latitude 32°12'51" N., longitude 83°07'42" W.).

Easton, Md.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°48'30" N., long. 76°04'30" W. of Easton Municipal Airport, and within 3 miles each side of the 038° bearing from the Easton, Md., RBN, lat. 38°48'25"N., long. 76°04'05"W., extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Easton, Pa.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, latitude 40°44'32" N., 75°14'35" W. of Easton Airport, Easton, Pa.; within an 8-mile radius of the center of the airport, extending clockwise from a 248° bearing from the airport to a 060° bearing from the airport; within a 10.5 mile radius of the center of the airport, extending clockwise from a 060° bearing from the airport to a 095° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 095° bearing from the airport to a 129° bearing from the airport; within 5 miles each side of the Allentown, Pa., VORTAC 085° radial, extending from 12 miles east of the VORTAC to 20.5 miles east of the VORTAC. This transition area is effective from sunrise to sunset, daily.

East St. Louis, Ill.
That airspace extending upward from the surface within a 7-mile radius of the Bi-State Parks Airport (lat. 38°34'17.8"N., long. 90°09'34.3"W.), and within 4.5 miles N of the 116° bearing from the LOM, and 4.5 miles S of the 129° bearing from the airport, extending from the 7-mile radius to 10.5 miles SE of the LOM; excluding that portion which overlies the St. Louis, Mo., transition area and the Belleville, Ill., transition area.

AMENDMENTS 11/29/79 44 F. R. 68685 (Rewritten)

East Stroudsburg, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, lat. 41°02'08" N., 75°09'45" W., of Stroudsburg-Pocono Airpark, East Stroudsburg, Pa., extending clockwise from a 337° bearing to a 106° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 106° bearing to a 110° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 110° bearing to a 177° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 177° bearing to a 221° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 221° bearing to a 258° bearing from the airport; within a 17.5-mile radius of the center of the airport, extending clockwise from a 258° bearing to a 337° bearing from the airport; excluding the portion within the Mount Pocono, Pa., transition area.

East Tawas, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Iosco County Airport (lat. 44°18'48"N., long. 83°25'30"W.), excluding the portion which overlies the Oscoda, Mich., transition area.

Eau Claire, Wis.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Eau Claire Municipal Airport (latitude 44°51'54" N., longitude 91°29'02" W.) and within 3½ miles each side of the Eau Claire ILS localizer northeast course extending from the 14-mile radius to 18 miles northeast of the airport; within 5 miles each side of the Eau Claire ILS localizer southwest course extending from the 14-mile radius to 16 miles southwest of the airport.

Ebensburg, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°27'40" N., 78°46'25" W., of Ebensburg Airport, Ebensburg, Pa.; within 2 miles each side of the Runway 24 centerline 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.

Edna, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Jackson County Airport (lat. 29°00'03"N., long. 96°34'55"W.) and within 3.5 miles either side of the 322° bearing from the NDB extending 6.5 miles from the 5-mile radius.

Edwards AFB, Calif.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Edwards AFB (latitude 34°54'20"N., longitude 117°52'58"W.), within 2 miles SE and 8 miles NW of the Edwards AFB VORTAC 057° radial extending from the 15-mile radius area to 12.5 miles NE of the VORTAC.

Effingham, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Effingham County Memorial Airport (lat. 39°04'15"N., long. 88°32'15"W.); within 1½ miles either side of the 344° radial of the Bible Grove VORTAC extending from the 5-mile radius to the Bible Grove VORTAC.

Eglin AFB, Fla.
That airspace extending upward from 700 feet above the surface within 9-mile radii of Eglin AFB (lat. 30°29'07" N., long. 86°31'35" W.), Eglin AF Aux No. 3 (Duke Field) (lat. 30°39'01" N., long. 86°31'25" W.) and Eglin AF Aux No. 9 (Hurlburt Field) (lat. 30°25'42" N., long. 86°41'05" W.); within a 5-mile radius of Destin-Fort Walton Beach Airport (lat. 30°23'57" N., long. 86°28'47" W.); excluding the portions within W-151, Crestview, Fla., transition area, and a 1.5-mile radius of Fort Walton Beach Airport (lat. 30°24'25" N., long. 86°49'40" W.).

El Campo, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the El Campo Airpark (lat. 29°16'00"N., long. 96°19'30"W.); within a 5-mile radius of the El Campo Metro Airport (lat. 29°11'00"N., long. 96°18'45"W.) and within 3 miles each side of the 184° bearing from the proposed NDB (lat. 29°10'35"N., long. 96°19'11"W.) extending from the NDB to 8.5 miles south.

El Centro, Calif.
That airspace extending upward from 1,200 feet above the surface within 8 miles each side of the Imperial VORTAC 088° and 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 128° bearing from Weeksville RBN, extending from the 8.5-mile radius area to 8.5 miles southeast of the RBN; within 5 miles east and 3 miles west of Elizabeth City VOR 188° radial, extending from the 8.5-mile radius area to 12.5 miles south of the VOR; within 3 miles each side of Elizabeth City VOR 357° radial, extending from the 8.5-mile radius area to 8.5 miles north of the VOR.

Elizabethtown, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elizabethtown-Hardin County Airport (lat. 37°45'13" N., long. 85°53'09" W.); within 2 miles each side of New Hope VOR 306° radial, extending from the 5-mile radius area to 9 miles northwest of the VOR; excluding the portion within Louisville transition area.

Elk City, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elk City Airport (latitude 35°25'40" N., longitude 99°23'45" W.); and within 3.5 miles each side of the 015° bearing from the Elk City NDB (latitude 35°25'33" N., longitude 99°23'52" W.) extending from the 5-mile radius area to 8 miles north of the NDB.

Elkhart, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Elkhart Municipal Airport (lat. 41°43'11"N., long. 85°59'41"W.); and within 2 miles each side of the South Bend, Ind., VORTAC 101° radial, extending eastward from the 5-mile radius area to 23 miles east of the VORTAC, and within 2 miles each side of the Goshen, Ind., VORTAC 008° radial, extending south from the 5-mile radius area to 5 miles north of the Goshen VORTAC excluding the portion which overlies the South Bend, Ind., 700-foot floor transition area.

Elkin, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Elkin Municipal Airport (lat. 36°16'40"N., long. 80°47'12"W.); within 3 miles each side of the 057° bearing from Zephyr RBN (lat. 36°18'35"N., long. 80°43'37"W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

AMENDMENTS 9/20/79 44 F. R. 50037 (Changed)

Elkins, W. Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38° 53'20" N., long. 79°51'24" W. of Elkins-Randolph County-Jennings Randolph Field, Elkins, W. Va.; within 4 miles each side of the
Elkins VORTAC 098° radial extending from the 6.5-mile radius area to 1.5 miles east of the VORTAC and within 4.5 miles east and 9.5 miles west of the 011° bearing from the Randolph County RBN, extending from the RBN to 18.5 miles north of the RBN. This transition area is effective from sunrise to sunset, daily.

Elko, Nev.
That airspace extending upward from 700 feet above the surface within 4.5 miles east and 9 miles west of the Elko VORTAC 161° radial, extending from the VORTAC to 19 miles south of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by an arc of a 17-mile radius circle centered on the Elko VORTAC extending clockwise from the 091° to the 258° radial of the Elko VORTAC, and that airspace bounded on the northwest and north by V-6, on the southeast by V-465 and on the south by V-32.

Ellensburg, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bowers Field (latitude 47°02'02" N., longitude 120°31'49" W.); within the arc of a 13-mile radius circle centered on the Ellensburg VORTAC, beginning at the 016° radial and extending clockwise to the 063° radial; within the arc of a 20.5-mile radius circle centered on the Ellensburg VORTAC beginning at the 063° radial and extending clockwise to the 221° radial; that airspace extending upward from 1,200 feet above the surface southwest of Ellensburg bounded on the north by V-2S, on the southeast by the Ellensburg VORTAC 221° radial, on the southwest by V-4.

Elmira, N.Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center of Chemung County Airport, Elmira, N. Y., 42°09'37"N., 76°53'35"W., within 4.5 miles each side of the Elmira VORTAC 237° radial, extending from the 12-mile radius area to 11.5 miles SW of the VORTAC, within 5 miles SE and 8 miles
NW of the airport ILS NE localizer course extending from the 12-mile radius area to 12 miles NE of the Alpine RBN.

AMENDMENTS 12/29/77 42 F. R. 64113 (Changed)

El Paso, Tex.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the El Paso International Airport (latitude 31°48'35" N., longitude 106°22'55" W.) extending clockwise from the 261° to the 278° bearings from the El Paso International Airport; within a 9-mile radius of the Biggs AAF (latitude 31°50' 55" N., longitude 106°22'45" W.) extending clockwise from the 262° to the 029° bearings from the Biggs AAF; within 2 miles each side of the Newman, Tex., VORTAC 040° radial extending from the 9.5-mile radius area to 12 miles NE of the VORTAC; within a 15-mile radius of the El Paso International Airport extending clockwise from the 041° to the 161° bearings of the El Paso International Airport; thence via the United States/Mexican border to point of beginning.

El Rico, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of El Rico Airport (latitude 36°02'43" N., longitude 119°38'44" W.) and within 3 miles each side of the Avenal VORTAC 034° radial, extending from the 3-mile radius area to 24 miles NE of the VORTAC.

Ely, Minn.
That airspace extending upward from 700 feet above the surface within a 6-statute-mile radius (5.2 nautical miles) from the 308° true bearing from the geographical center of the Ely, Minn., Airport (lat. 47°49'26"N., long. 91°49'42"W., estimated) clockwise to the 113° true bearing; then via the 8.5-statute-mile radius (7.1 nautical miles) from the 113° true bearing clockwise to 308° true bearing from the Airport, including that airspace 4 statute miles (3.5 nautical miles) each side of the 308° true bearing, extending northwest from the 6- and 8.5-statute-mile radius to 10.5 statute miles (9 nautical miles) from the airport, and that airspace 4 statute miles (3.5 nautical miles) each side of the 113° true bearing, extending southeast from the 6- and 8.5-statute-mile radius to 10.5 statute miles (9 nautical miles) from the airport, excluding that airspace overlying Prohibited Area 204 (P-204).
AMENDMENTS 8/9/79 44 F. R. 36170 (Rewritten)

Ely, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ely, Nev., VOR, within 5 miles northeast and 9.5 miles southwest of the Ely VOR 303° radial, extending from the VOR to 18.5 miles northwest of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles east and 9.5 miles west of the Ely VOR 007° and 187° radials extending from 17 miles north to 2 miles south of the VOR and within 5 miles each side of the Ely VOR 167° radial, extending from the VOR to 21 miles south of the VOR.

Elyria, Ohio
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41°20'40" N., 82°10'40" W., of Lorain County Regional Airport and within 3.5 miles each side of the Cleveland VORTAC 300° radial, extending from the 9-mile radius area to 9.5 miles northwest of the VORTAC, excluding the portion that coincides with the Cleveland, Ohio 700-foot transition area.

Emmetsburg, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Emmetsburg Airport (lat. 43°06'12"N., long. 94°42'24"W.) and within 3 miles each side of the 121° bearing from the Emmetsburg NDB (lat. 43°06'04"N., long. 94°42'25"W.), extending from the 5-mile radius area to 8½ miles southeast of the airport and within 3 miles each side of the 326° bearing from the Emmetsburg NDB extending from the 5-mile radius area to 8½ miles northwest of the airport.
AMENDMENTS 8/9/79 44 F. R. 34108 (Added)

Emporia, Kans.
That airspace extending upward from 700 feet above the surface within 2 miles either side of the Emporia VORTAC 134° radial, extending from the 5-mile radius of the airport (latitude 38°20'00" N., longitude 96°11' 15" W.); to 8 miles southeast of the VORTAC and 5 miles either side of the 010° bearing from the airport extending from the 5-mile radius to 12.5 miles north.

Emporia, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, (36° 41'30" N., 77°29'30" W.) of Emporia Municipal Airport, Emporia, Va., extending clockwise from a 057° bearing to a 183° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 183° bearing to a 057° bearing from the airport and within 3 miles each side of a 135° bearing from the Emporia RBN (36°40'58" N., 77°28'57" W.) extending from the RBN to 8.5 miles southeast of the RBN.

Endicott, N. Y.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center lat. 42° 04'42"N., long. 76°05'49"W., of Tri-Cities Airport, Endicott, N. Y.; within a 10.5-mile radius of the center of the airport, extending clockwise from a 020° bearing to a 090° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 090° bearing to a 125° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 125° bearing to a 235° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 235° bearing to a 263° bearing from the airport and within 3.5 miles each side of the Binghamton, N. Y., VORTAC 340° radial, extending from the 10-mile radius area to 11.5 miles north of the VORTAC.

Enid, Okla.
That airspace extending upward from 700 feet above the surface within 10 miles E and W of Vance AFB runway 17R-35L, extending to 15 miles N and S of Vance AFB (latitude 36°20'20" N., longitude 97°55'00" W.); and within 5 miles W and 8 miles E of the Woodring VOR 355° radial, extending from 2 miles SE of the VOR to 12 miles N of the VOR, and within 5 miles W and 8 miles E of the Woodring VOR 185° radial, extending from the VOR to 12 miles S.

Erie, Pa.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 42°04'53" N., long. 80°10'43" W. of Erie International Airport, Erie, Pa.; within a 15.5-mile radius of the center of the airport extending clockwise from a 074° bearing to a 221° bearing from the airport; within 4 miles each side of the Erie ILS localizer SW course, extending from the 8.5-mile radius area to 11 miles SW of the OM; within 5 miles each side of the Erie VORTAC 054° radial extending from the 8.5-mile radius area to 23.5 miles NE of the VORTAC.

Escanaba, Mich.
That airspace extending upward from 700 feet above the surface within a 6.5-statute mile radius of the Escanaba VORTAC; within 3 statute miles each side of the Escanaba VORTAC 007° radial from the 6.5-mile radius zone to 8.5 statute miles north of the VORTAC; within 3 statute miles each side of the Escanaba VORTAC 101° radial from the 6.5-mile radius zone to 9 statute miles east of the VORTAC; within 3 statute miles north and 4 statute miles south of the Escanaba VORTAC 270° radial from the 6.5-mile radius zone to 13.5 statute miles west of the VORTAC.

Estherville, Iowa
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Estherville Municipal Airport (lat. 43°24'15"N., long. 94°44'45"W.); and within 3 miles each side of the 175° radial from the Estherville VOR (lat. 43°24'37"N., long. 94°44'20"W.), extending from the 6½-mile radius area to 8½ miles south of the VOR; and within 3 miles each side of the 340° radial from the Estherville VOR extending from the 6½-mile radius area to 8½ miles north of the VOR.

AMENDMENTS 11/29/79 44 F. R. 50823 (Rewritten)

Eufaula, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Weedon Field (latitude 31°57'05" N., longitude 85°07'45" W.); within 4 miles each side of Eufaula VOR 014° radial, extending from the 6.5-mile radius area to 10 miles north of the VOR.

Eugene, Oreg.
That airspace extending upward from 700 feet above the surface within a 21-mile radius of the Eugene VORTAC; that airspace extending upward from 1200 feet above the surface northeast of Eugene, bounded on the north by V-536, on the southeast by V-121N (proposed), on the southwest by the arc of the 21-mile radius circle, on the northwest by V-23E; that airspace east of Eugene bounded on the north by V-121 (proposed), on the east by latitude 122°30'00" W. on the southwest by V-452 and on the west by the arc of the 21-mile radius circle.

Eunice, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Eunice Airport (latitude 30°28'00" N., longitude 92°25'30" W.) and within 2 miles each side of the Lafayette VORTAC 310° radial extending from the 5-mile radius area to 6 miles southeast of the approach end of Runway 34.

Evadale, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Evadale Airport (latitude 30°19'30" N., longitude 94°04'24" W.), and within 2 miles each side of the 150° bearing from the Evadale REN (latitude 30°24'16" N., longitude 94°07'37" W.), extending from the 5-mile radius area to the REN.

Evansville, Ind.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Dress Memorial Airport (latitude 38°02'15" N., longitude 87°31'45" W.); and within 2 miles each side of the Evansville VORTAC 060° radial, extending from the 10-mile radius area to the VORTAC.

Evergreen, Ala.
That airspace extending upwards from 700 feet above the surface within a 6.5-mile radius of Middleton Field Airport (lat. 31°24'52"N., long. 87°02'29"W.)

Fairbanks, Alaska
That airspace extending upward from 700 feet above the surface within 9.5 miles W and 4.5 miles E of the Eielson localizer S course extending from the Eielson VOR to 18.5 miles S of the VOR; within 2 miles NW and 4.5 miles SE of the Fairbanks localizer NE course, extending from the Fairbanks outer marker to Fox RBN; within 4.5 miles SE and 9.5 miles NW of the Fairbanks localizer NE course extending from Fox RBN to 18.5 miles NE of the RBN; within 4.5 miles NW and 9.5 miles SE of the Fairbanks localizer SW course, extending from 5 miles SW of the localizer antenna (latitude 64°48'11" N., longitude 147°53'01" W) to 18.5 miles SW of the localizer antenna; within 4.5 miles N and 9.5 miles S of the Chena 089° bearing, extending from Chena RBN to 18.5 miles E of the RBN; and that airspace extending upward from 1,200 feet above the surface beginning at latitude 68°00'00" N., longitude 153°00'00" W.; to 68°00'00" N., 144°00'00" W.; to 63°10'00" N., 144°00'00" W.; to 62°38'00" N., 145° 41'00" W.; to 62°45'00" N., 148°48'00" W.; to 62°59'00" N., 150°15'00" W.; to 63°00'00" N., 151°10'00" W.; to 64°00'00" N., 153°00'00" W.; to point of beginning, excluding the portion within Restricted Areas R-2202B and R-2206.

Fairbury, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Fairbury Municipal Airport (lat. 40°10'59"N., long. 97°09'54"W.). Within 3 miles each side of the 173° course, extending 3 miles north from the 5-mile radius; within 2 miles each side of the 192° course, extending 3 miles north from the 5-mile radius.
AMENDMENTS 2/22/79 43 F. R. 58809 (Added)

Fairfield, Ill.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Fairfield Airport (latitude 38°23'00" N., longitude 88°25'00" W.) and within 3 miles either side of the 179° bearing from the Fairfield Airport extending from the 5½-mile radius to 8 miles south of the airport.

Fairfield, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairfield-Municipal Airport (latitude 41°03'15" N., longitude 91°58'40" W.); and within 3 miles each side of the 188° bearing from Fairfield Municipal Airport, extending from the 5-mile radius area to 11 miles south of the airport.

Fairmont, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fairmont Municipal Airport (latitude 43°38'41" N., longitude 94°25'04" W.); within 3 miles each side of the 132° bearing from Fairmont Municipal Airport, extending from the 7-mile radius area to 8 miles southeast of the airport; and within 3 miles each side of the 319° bearing from Fairmont Municipal Airport, extending from the 7-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 132° bearing from the Fairmont Municipal Airport, extending from the airport to 18½ miles southeast of the airport; excluding the portion in Minnesota.

Fairmont, W. Va.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 39°26' 50" N., 80°10'00" W., of Fairmont Airport, Fairmont, W. Va., and within 5 miles each side of the Morgantown, W. Va., VORTAC 245° radial extending from the 8.5-mile radius area to 7.5 miles southwest of the VORTAC.

Fairview, Okla.
Within a 5-mile radius of the Fairview, Okla., Municipal Airport (latitude 36°17'12" N., longitude 98°28' 00" W.) and within 3.5 miles either side of the 360° bearing of the Fairview RBN (latitude 36°17'10" N., longitude 98°28'06" W.) extending from the 5-mile radius to 2.5 miles north.

Falfurrias, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brooks County Airport (latitude 27°12'15" N., longitude 98°07'15" W.) and within 3 miles each side of the 163° T bearing from the Brooks County RBN (latitude 27°12'23" N., longitude 98°07'24" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

Fallon, Nev.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of NAS Fallon TACAN and within 2 miles NE and 2.5 miles SW of the Fallon TACAN 296° radial, extending from the 11-mile radius area to 15 miles NW of the TACAN; that airspace extending upward from 1,200 feet above the surface beginning at latitude 40°01'00" N., longitude 118°01'00" W.; to latitude 39°51'00" N., longitude 117°58'00" W.; to latitude 39°51'00" N., longitude 117°31'00" W.; to latitude 39°34'00" N., longitude 117°39°30" W.; to latitude 39°18'00" N., longitude 117°47'30" W.; to latitude 39°00'00" N., longitude 117°40'00" W., to point of intersection of a line 8 miles NE of and parallel to the Reno VORTAC 135° radial and the NE edge of V-105E, thence via a line 8 miles NE of and parallel to Reno 135° radial to longitude 119°00'00" W., to latitude 39°42'00" N., longitude 119°00'00" W. to latitude 40°01'00" N., longitude 118°19'00" W., to point of beginning, excluding that airspace below 1,500 feet AGL within R-4816N and that airspace within R-4816S extending upward from 500 feet AGL to and including 2,000 feet AGL which lies N of and within 1 nautical mile from U. S. Highway 50 between the intersections of Highway 50 with longtiude 118°25'30" W. and 118°09'50" W.; that airspace extending upward from 9,500 feet MSL extending from 23 to 44 miles SE of Fallon TACAN bounded on the NE by a line 10 miles NE of and parallel to the Fallon TACAN 139° radial and on the SW by the NE edge of V-105E. The 1,200 foot portion underlying the 9,500 foot MSL portion of the transition area is excluded.

PENDING AMENDMENT

Falls City, Nebr.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brenner Field Airport, Falls City, Nebr. (lat. 40°04'39"N., long. 95°35'27"W.), and within 3 miles each side of the 142° bearing from the NDB facility (lat. 40°04'35"N., long. 95°35'12"W.), extending from the 5-mile radius to 8 miles SE of the NDB facility.

AMENDMENTS 1/24/80 44 F. R. 68449 (Added)

Falmouth, Mass.

That airspace extending upward from 700 feet above the surface within a 14-mile radius of Otis AFB, Falmouth, Mass. (latitude 41°39'30" N., longitude 70°31'35" W.); within a 6-mile radius of Barnstable Airport, Hyannis, Mass., (latitude 41°40'10" N., longitude 70°16'45" W.); within 5 miles NW and 8 miles SE of the Barnstable Airport ILS localizer NE course, extending from the OM to 12 miles NE of the OM; within a 4-mile radius of the Chatham Airport, Chatham, Mass. (latitude 41°41'20" N., longitude 69°59'25" W.); within a 6-mile radius of Martha's Vineyard Airport, Martha's Vineyard, Mass., (latitude 41°23'35" 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 Edgartown RBN, extending from the 6-mile radius area to 8 miles S of the RBN; and within a 5-mile radius of the Oak Bluffs Airport, Oak Bluffs, Mass. (latitude 41°26'25" N., longitude 70°34'10" W.); 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 9.5 miles northeast and 5 miles southwest of the Farewell RBN 126° and 306° bearings, extending from 6 miles southeast to 18.5 miles northwest of the RBN.

Fargo, N. Dak.

That airspace extending upward from 700 feet above the surface within an 18.5-mile radius of Hector Field (latitude 46°54'57" N., longitude 96°48'53" W.) and that airspace extending upward from 1,200 feet above the surface within a 29-mile radius of Hector Field; and that airspace extending upward from 1,200 feet above the surface within a 46-mile radius of Hector Field extending clockwise from the Fargo VORTAC 056° radial to the north edge of V2N, west of Fargo; and within 10 miles east and 7 miles west of the Fargo VORTAC 187° radial extending from the 46-mile radius area to 56 miles south of the VORTAC; and that airspace extending upward from 2,700 feet MSL extending from the 29-mile radius area to the 46-mile radius area between the north edge of V2N, west of Fargo, clockwise to the Fargo VORTAC 056° radial, excluding V-181, V-181E, and the Grand Forks, N. Dak., transition area.

Faribault, Minn.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Faribault Municipal Airport (lat. 44°19'30"N., long. 93°18'30"W.), within 1.25 miles each side of 199° bearing from Faribault Municipal Airport, extending from the Faribault 5-mile radius area to 9 miles southwest of the airport, excluding the portion within the Owatonna, Minn., transiton area.

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.

Farmington, N. Mex.

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Farmington Municipal Airport (lat. 36°44'28" N., long. 108°13'39" W.) within 3.5 miles each side of the Farmington VORTAC 086° radial extending from the 11-mile radius area to 12 miles east of the VORTAC, and within 4.5 miles each side of the Farmington VORTAC 265° radial extending from the 11-mile radius area to 23 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Farmington VORTAC excluding the portion within the Durango, Colo., transition area.

Farmville, Va.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 37° 21'22" N., long. 78°26'16" W. of Farmville Municipal Airport, Farmville, Va.

Fayetteville, Ark.
That airspace extending upward from 700 feet above the surface within a 27.5-mile radius of latitude 36°12'00" N., longitude 94°14'00" W., within 5 miles each side of the Drake VOR 186° radial extending from the 27.5-mile radius area to 19 miles south of the VOR.

Fayetteville, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Fayetteville Municipal Airport (Grannis Field) (latitude 34°59'22" N., longitude 78°52'52" W.); within a 10-mile radius of Pope AFB (latitude 35°10'15" N., longitude 79°00'55" W.); within 10 miles north and 2 miles south of Simmons AAF (lat. 35°07'55" N., long. 78°57'05" W.)Runway 27 extended and centerline, extending from the 10-mile radius area to 17.5 miles east of the runway end; within 9.5 miles northeast and 4.5 miles southeast of Pope AFB ILS localizer northeast course, extending from the 10-mile radius area to 24 miles northeast of the Pope TACAN.

Fayetteville, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fayetteville Municipal Airport (lat. 35°03'28" N., long. 86°33'53" W.); within 3 miles each side of the 188° bearing from Highland RBN (lat. 35°03'32" N., long. 86°33'58" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Fergus Falls, Minn.
That airspace extending upward from 700' above the surface within a 6½-mile radius of Fergus Falls Municipal Airport (lat. 46°17'15"N., long. 96°09'45"W.); within 3 miles each side of the 187° bearing from the airport, extending from the 6½-mile radius area to 8 miles south of the airport; and within 3 miles each side of the 343° bearing from the airport, extending from the 6½-mile radius area to 8 miles northwest of the airport.

Fernandina Beach, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fernandina Beach Airport (lat. 30°36'34"N., long. 81°27'39"W.); excluding the portion outside of the continental limits of the United States.

Festus, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Festus Memorial Airport (latitude 38°11'45" N., longitude 90°23'00" W.); and within 3 miles each side of the 180° bearing from Festus Memorial Airport, extending from the 7-mile radius area to 8 miles south of the airport.

Findlay, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Findlay, Ohio, Airport (latitude 41°00'40" N., longitude 83°40'30" W.) within 3 miles each side of the 063° bearing from the Findlay Airport extending from the 6.5-mile radius area to 8.5 miles northeast of the airport, within 3 miles each side of the 179° bearing from the Findlay Airport extending from the 6.5-mile radius area to 8.5 miles south of the airport within 2 miles each side of the Findlay VORTAC 231° radial extending from the Bluffton Flying Service Airport (latitude 40°53'09" N., longitude 83°52'04" W.) 5-mile radius area to the 6.5-mile radius area of the Findlay Airport.

Firebaugh, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Firebaugh Airport (latitude 36°51'36" N., longitude 120°27'49" W.); and within 3 miles each side of the Los Banos VORTAC 060° radial, extending from the 3-mile radius area to 15 miles NE of the VORTAC.

Fitzgerald, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fitzgerald Municipal Airport (lat. 31°41'00" N., long. 83°16'00" W.); within 3 miles each side of the 200° bearing from Fitzgerald RBN (lat. 31°41'06" N., long. 83°16'00" W.), extending from the 5-mile radius area to 8.5 miles southwest of the RBN.

Flagstaff, Ariz. (Pulliam Airport)
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Pulliam Airport (latitude 35°08'16" N., longitude 111°40'17" W.), and that airspace extending upward from 1,200 feet above the surface within 9.5 miles each side of the Flagstaff VOR 127° and 307° radials, extending from 8 miles northwest to 19 miles southeast of the VOR, excluding that portion within R-2302.

Flemingsburg, Ky.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Fleming-Mason Airport (latitude 38°32'33" N., longitude 83°44'25" W.); within 3 miles each side of the 061° bearing from Flemingsburg RBN (latitude 38°32'17" N., longitude 83°44'49" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Flint, Mich.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the Flint VOR, within 5 miles north and 8 miles south of the Flint ILS localizer west course, extending from the 12-mile radius area to 12 miles west of the outer marker; within a 4-mile radius of Owosso City Airport, (latitude 42°59'30" N., longitude 84°08'00" W.); within a 5½ mile radius of the Price Airport, (latitude 42°48'25" N., longitude 83°46'20" W.); and within a 5-mile radius of the Davison-Genova Airport, (latitude 43°01'45" N., longitude 83°31'34"W.); excluding the portion which overlies the Detroit, Mich., transition area.

Flippin, Ark.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Flippin Municipal Airport (latitude 36°17'30" N., longitude 92°35'30" W.); within 3.5 miles each side of the Flippin VOR 086° radial extending from the Flippin Municipal Airport 9.5-mile radius area to 8.5 miles east of the VOR; within an 8-mile radius of Mountain Home Municipal Airport (latitude 36°22'00" N., longitude 92°28'00" W.); and within 3.5 miles each side of the Flippin VOR 172° radial extending from the Mountain Home Municipal Airport 8-mile radius area to 8.5 miles south of the VOR.

Flora, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Flora Municipal Airport (FOA) (lat. 38°39'55"N., long. 88°27'10"W.), and within 3 miles each side of the 042° bearing from the FOA NDB, extending from the 5-mile radius to 8 miles NE of the NDB.

AMENDMENTS 11/29/79 44 F. R. 55560 (Added)

Florence, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Florence City-County Airport (lat. 34°11'17" N., long. 79°43'28" W.); within 4 miles each side of Florence VORTAC 049° radial, extending from the 8.5-mile radius area to 9 miles northeast of the VORTAC.

Florida
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Florida including the offshore airspace within 3 NM of and parallel to the shoreline of Florida.

AMENDMENTS 2/22/79 44 F. R. 39 (Rewritten)

Follett, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Follett/ Lipscomb County Airport, Follett, Tex. (lat. 36°26'25"N., long. 100°07'20"W.).

Foraker, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Codding Cattle Airport (latitude 36°46'00" N., longitude 96°33'00" W.).

Forest City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Forest City Municipal Airport (lat. 43°14'00" N., long. 93°38'00" W.).
PENDING AMENDMENT
Forest City, Iowa
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Forest City Municipal Airport (lat. 43°14'00"N., long. 93°37'30"W.), excluding that portion overlying the Mason City, Iowa, 700 foot transition area.

AMENDMENTS 1/24/80 44 F. R. 67104 (Rewritten)

Forrest City, Ark.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Forest City Municipal Airport (latitude 34°56'42" N., longitude 90°46'16" W.), and within 3.5 miles each side of the 180° bearing from the Forrest City RBN (latitude 34°56'28" N., longitude 90°46'24" W.) extending from the 5.5-mile radius area to 11.5 miles south of the RBN.

Forsyth, Mont.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Forsyth Airport (latitude 46°16'14" N., longitude 106°37'00" W.); within 4 miles north and 5 miles south of the 075° bearing from the Forsyth NDB (latitude 46°16'10" N., longitude 106°31'01" W.), extending from the NDB to 10 miles east of the NDB; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 5 miles south of 089° bearing from the Forsyth NDB, extending from the NDB to 18.5 miles east of the NDB, excluding that portion which overlies the Miles City, Mont., transition area.

Fort Bridger, Wyo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Fort Bridger Municipal Airport (latitude 41°24'00" N., longitude 110°25'00" W.),and within 3.5 miles each side of the Fort Bridger VORTAC 047° radial extending from the 9-mile radius area to 11.5 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8.5 miles southeast and 12.5 miles northwest of the Fort Bridger VORTAC 047° and 227° radials extending from 23 miles northeast to 10.5 miles southwest of the VORTAC.

Fort Collins, Colo.
That airspace extending upward from 700 feet above the surface within 9.5 miles east and 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.

PENDING AMENDMENT
Fort Collins, Colo.
That airspace extending upward from 700 feet above the surface within 9.5 miles east and 9.5 miles west of the 173° and 353° bearings from the Fort Collins-Loveland NDB (lat. 40°26'59"N., long. 105°00'19"W.) extending from 18 miles north to 18.5 miles south of the NDB.

AMENDMENTS 1/24/80 44 F. R. 60079 (Rewritten)

Fort Dodge, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Fort Dodge Municipal Airport (lat. 42°33'05"N., long. 94°11'10"W.); and that airspace extending upward from 3,500 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.

Fort Huachuca, Ariz.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Libby AAF, Fort Huachuca, Ariz. (lat. 31°35'00"N., long. 110°20'30"W.), that airspace within an arc of a 22-mile radius circle centered on the Libby AAF VOR, extending clockwise from a line 5 miles northwest of and parallel to the 033° radial of the Libby AAF VOR to a line 5 miles south of and parallel to the Libby AAF VOR 093° radial; that airspace extending upward from 1,200 feet above the surface bounded on the north by the Tucson, Ariz., transition area, on the northeast by the southwest edge of V-66, on the east by long. 109°44'00"W., on the south by lat. 31°25'00"N., on the west by long. 110°30'00"W., and that airspace northeast of Libby AAF bounded on the north by the south edge of V-16S, on the east by a line 5 miles west of and parallel to the Douglas, Ariz., VORTAC 347° radial, on the southwest by the northeast edge of V-66 and on the west by long. 110°00'00"W.

Fort Indiantown Gap, Pa.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 40°26'00"N., 76°34'00"W. of Muir AAF, Fort Indiantown Gap, Pa.; within a 12-mile radius of the center of the airport, extending clockwise from a 230° bearing to a 252° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 037° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 037° bearing to a 086° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 086° bearing to a 136° bearing from the airport; within 4.5 miles each side of the 097° bearing from the Bellgrove, Pa., RBN, extending from the RBN to 10 miles east of the RBN.

Fort Jones, Calif.
That airspace extending upward from 9,500 feet MSL bounded on the NE by V-23 and V-23W, on the S by latitude 41°19'00" N., and on the W by longitude 123°01'00" W.

Fort Leonard Wood, Mo.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Forney AAF (latitude 37°44'30" N., longitude 92°08'25" W.); within 4½ miles southwest and 9½ miles northeast of the Forney AAF VOR 323° radial, extending from the VOR to 18½ miles northwest of the VOR; within 4½ miles southwest and 9½ miles northeast of the 146° and 326° bearings from Forney AAF RBN, extending from Forney AAF to 18½ miles southeast of the Forney AAF RBN; and within 4½ miles southwest and 9½ miles northeast of the Forney AAF VOR 152° radial extending from the VOR to 18½ miles southeast of the VOR.

Fort Madison, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Fort Madison Municipal Airport (lat. 40°39'30"N., long. 91°19'30"W.); and within 2 miles each side of the Burlington, Iowa, VORTAC 258° radial, extending from the 6-mile radius area to 12 miles west of the VORTAC excluding the portion which overlies the Burlington, Iowa, transition area.

Fort McCoy, Wis.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Camp McCoy Army Airfield (lat. 43°57'15"N., long. 90°44'15"W.), and within 3.5 miles each side of the 109° bearing from the Camp McCoy RBN, extending from the 11-mile radius to 7.8 miles east of the Camp McCoy RBN, excluding that portion that overlies the LaCrosse, Wis., transition area.

Fort Myers, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Page Field (lat. 26°35'09"N., long. 81°51'51"W.); within 3.5 miles each side of Fort Myers VORTAC 062° radial, extending from the 8.5-mile radius area to 10 miles northeast of the VORTAC.

Fort Polk, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Polk AAF (latitude 31°02'40" N., longitude 93°11'25" W.); within 2 miles each side of the 160° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 10 miles SE of the south fan marker; and within 2 miles each side of the 340° bearing from the Polk AAF RBN, extending from the 5-mile radius area to 8 miles NW of the north fan marker.

Fort Rucker, Ala.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at lat. 31°38'00"N., long. 86°23'30"W.; thence northeast via V-70 to V-7; thence south via V-7 to V-241; thence southwest via V-241 to and clockwise along the arc of a 5-mile radius circle centered at lat. 31° 03'00"N., long. 86°19'33"W.; to lat. 31°03'00"N., long. 86°24'30"W.; to the point of beginning; within a 6.5-mile radius of Blackwell Field, Ozark, Ala. (lat. 31°25'50"N., long. 85°37'10"W.); within a 6.5-mile radius of Andalusia-Opp Airport, Andalusia, Ala., (lat. 31°18'45"N., long. 86°23'00"W.)

AMENDMENTS 8/9/79 44 F. R. 30679 (Changed)

Fort Scott, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Scott Municipal Airport (latitude 37°47'45" N., longitude 94°46'10" W.); and within 2 miles each side of the 348° bearing from Fort Scott Municipal Airport, extending from the 5-mile radius area to 8 miles north of the airport.

Fort Smith, Ark.
That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the Fort Smith Municipal Airport (latitude 35°20'10" N., longitude 94°22'05" W.), within an 11.5-mile radius of the Fort Smith VORTAC extending clockwise from the 078° to the 155° radials of the VORTAC, within 6 miles northwest and 5 miles southeast of the Fort Smith VORTAC 053° radial extending from the 12.5 and 11.5-mile radius areas to 12 miles northeast of the VORTAC, within 2 miles each side of the Fort Smith VORTAC 239° radial extending from the 12.5-mile radius area to 20 miles southwest of the VORTAC, within 3.5 miles each side of the VORTAC 119° radial extending from the VORTAC to 11.5 miles southeast of the VORTAC, and within 2 miles each side of the
Fort Smith ILS localizer west course extending from the 12.5-mile radius area to 8 miles west of the Peno Bottoms RBN (latitude 35°19'21" N., longitude 94°28'28" W.).

Fort Stewart, Ga.
That airspace extending upwards from 700 feet above the surface within an 8.5-mile radius of Lyle H. Wright AAF (lat. 31°53'20"N., long. 81°33'45"W.).

Fort Stockton, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pecos County Airport (latitude 30°55'00" N., longitude 102°54'30" W.), within 6 miles each side of the Fort Stockton VORTAC 308° and 128° radials extending from the airport to 8 miles northwest of the VORTAC, and within 7 miles each side of the Fort Stockton VORTAC 128° radial extending from 9 miles southeast to 21 miles southeast of the VORTAC.

Fortuna, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Fortuna VORTAC 327° radial, extending from the VORTAC to 8 miles northwest of the VORTAC; within 2 miles northeast and 4.5 miles southwest of the Fortuna VORTAC 147° radial, extending from the VORTAC to 3.5 miles southeast of the VORTAC; within 2.5 miles southwest and 3.5 miles northeast of the 129° and 309° bearings from the Rohnerville Airport (latitude 40°33'15" N., longitude 124°07'53" W.), extending from 7.5 miles northwest to 3 miles southeast of the airport, and within 2 miles each side of the Fortuna VORTAC 034° radial, extending from the VORTAC to 11 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles southeast and 10 miles northwest of the Fortuna VORTAC 229° radial, extending from the VORTAC 18.5 miles southwest of the VORTAC.

Fort Wayne, Ind.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Fort Wayne VORTAC; and within an 18½-mile radius of Fort Wayne VORTAC, extending from the Fort Wayne VORTAC 194° radial clockwise to the Fort Wayne VORTAC 335° radial.

Fort Yukon, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fort Yukon Municipal Airport (latitude 66°34'16" N., longitude 145°14'59" W.) and within 3 miles south and 4.5 miles north of Fort Yukon 076° radial extending from the 5-mile radius area to 10.5 miles east of the Fort Yukon VORTAC and within 3 miles each side of the Fort Yukon VORTAC 214° radial extending from the 5-mile radius area to 8.5 miles southwest of the VORTAC.

Fostoria, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Fostoria Metropolitan Airport (latitude 41°11'30" N., longitude 83°23'50" W.); within 3 miles each side of the 084° bearing from the airport extending from the 6.5-mile radius area to 8.5 miles east of the airport; excluding that portion that overlies the Tiffin, Ohio, transition area.

Frankfort, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Frankfort Municipal Airport (latitude 40°16'25" N., longitude 86°33'45" W.) and within 3 miles each side of the 221° bearing from the airport extending from the 5-mile radius area to 8.5 miles southwest.

Frankfort, Ky.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Capital City Airport (lat. 38°10'55" N., long. 84°54'16" W.); within 3 miles each side of the 062° bearing from Jett RBN (lat. 38°12'56" N., long. 84°49'32" W.), extending from the 8.5-mile radius area to 8.5 miles northeast of the RBN; within 3 miles each side of Frankfort VOR 063° radial, extending from the 8.5-mile radius area to 8.5 miles northeast of Jett RBN; within 3 miles each side of Frankfort VOR 240° radial, extending from the 8.5-mile radius area to 8.5 miles southwest of the VOR.

Franklin, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (41° 22'45" N., 79°51'40" W.) of Chess-Lamberton Airport, Franklin, Pa.: within 3.5 miles each side of the Franklin, Pa., VOR 360° radial, extending from the 7-mile radius area to 11.5 miles north of the VOR.

Franklin, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rocking 7 Ranch Airport (latitude 31°09'37" N., longitude 96°26'14" W.); within 2.5 miles each side of the 276° radial from the Leona, Tex., VORTAC extending from the 5-mile radius area to 22 miles southwest of the Leona VORTAC.

Franklin, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 36°41'50"N., 76°54'15"W., of John Beverly Rose Field-Franklin Municipal Airport; within 2 miles each side of the Franklin VORTAC 096° radial extending from the 6.5-mile radius area to 13 miles east of the VORTAC.

AMENDMENTS 1/26/78 42 F. R. 6411Z (Changed)

Frederick, Md.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 39°25'00" N., long. 77°22'30" W. of Frederick Municipal Airport, Frederick, Md.; within a 16-mile radius of the center of the airport, extending clockwise from a 245° bearing to a 350° bearing from the airport and within 3 miles each side of the Frederick VOR 032° radial, extending from the 8-mile radius area to 8.5 miles northeast of the VOR, excluding the portion within P-40.

Frederick, Okla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Frederick, Okla., Municipal Airport (latitude 34°21'09" N., longitude 98°59'21" W.) and within 3.5 miles each side of the 001° bearing from the Frederick, Okla., RBN (latitude 34°23'35" N., longitude 98°59'19" W.) extending from the 8.5-mile radius area to 11.5 miles north of the RBN.

Fredericksburg, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 38°15'40" N., 77°26'20" W. of Shannon Airport, Fredericksburg, Va., and within 2 miles each side of the Brooke, Va., VORTAC 227° radial, extending from the 6-mile radius area to 1 mile southwest of the VORTAC.

Fredericksburg, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gillespie County Airport (lat. 30°14'56"N., long. 98°54'37"W.), and within 1.5 miles either side of the 282° radial from the Stonewall VORTAC (lat. 30°12'26"N., long. 98°42'17"W.), extending from the 5-mile radius to 6 miles east of the Gillespie County Airport.

AMENDMENTS 5/18/78 43 F. R. 9138 (Added)

Freeport, Ill.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Albertus Airport (latitude 42°14'50" N., longitude 89°34'45" W.); and within 2 miles each side of the 065° bearing from Albertus Airport, extending from the 6-mile radius area to 8 miles northeast of the airport.

Fremont, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Fremont Municipal Airport, Fremont, Mich. (latitude 43°26'31" N.; longitude 85°59'29" W.).

Fremont, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Fremont Municipal Airport (latitude 41°26'55" N., longitude 96°30'50" W.).

Fremont, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 41° 20'00" N., long. 83°09'40" W. of Progress Field, Fremont, Ohio, and within 2.5 miles each side of the Waterville, Ohio, VORTAC 108° radial, extending from the 5-mile radius area to 19.5 miles east of the VORTAC.

French Lick, Ind.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the French Lick Municipal Airport (latitude 38°30'26" N., longitude 86°37'59" W.) and within 3 miles each side of the 076° bearing from the French Lick Municipal Airport extending from the 6½-mile radius to 8 miles northeast.

Frenchville, Maine
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center of the Northern Aroostock Regional Airport (latitude 47°17'15" N., longitude 68°19'00" W.) and within 5 miles each side of the 115° bearing of the Frenchville (FVE) NDB (latitude 47°16'05" N., longitude 68°15'26" W.) extending from the 6-mile radius to 11.5 miles southeast of the NDB, excluding the airspace within Canada.

Fresno, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chandler Municipal Airport (latitude 36°43'55" N., longitude 119°49'05" W.); within 2 miles each side of the 232° bearing from the Fresno RBN, extending from the 5-mile radius area to 8 miles SW of the RBN; within 2 miles each side of the Fresno VORTAC 185° radial, extending from the 5-mile radius area to the VORTAC, excluding the portion within the arc of a 5-mile radius circle centered on the Fresno Air Terminal, and the portion NE of a line 2 miles SW of and parallel to the Fresno VORTAC 143° radial, extending from the arc of a 5-mile radius circle centered on Fresno Air Terminal to the VORTAC; within 2 miles W and 4 miles E of the Fresno VORTAC 158° radial, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 16 miles SE of the VORTAC, and within 2 miles each side of the Fresno ILS localizer SE course, extending from the arc of a 5-mile radius circle centered on the Fresno Air Terminal to 13 miles SE of the OM; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°29'00" N., longitude 119°15'00" W., to latitude 36°49'00" N., longitude 118°46'00" W., to latitude 36°39'00" N., longitude 118°46'00" W., to latitude 36°39'00" N., longitude 119°09'00" W., to latitude 36°00'00" N., longitude 118°45' 00" W., thence west via latitude 36°00'00" N., to longitude 119°30'00" W., thence north via longitude 119°30' 00" W., to the west edge of V-23, thence north via the west edge of V-23 to latitude 36°37'00" N., longitude 119°56'00" W., to latitude 37°02'00" N., longitude 120°18'00" W., to point of beginning.

Fryeburg, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 43° 59'28" N., long. 70°56'53" W., of Eastern Slopes Airport, Fryeburg, Maine, and within 4.5 miles north and 6.5 miles south of the 118° bearing and the 298° bearing from the Fryeburg NDB, lat. 43°59'21" N., long. 70°56' 58" W., extending from 5.5 miles west of the NDB to 11.5 miles east of the NDB, excluding the portions within the North Conway, N. H., area.

Fulton, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Fulton Municipal Airport (lat. 38°50'22"N., long. 92°00'17"W.), and within 2 miles each side of the Hallsville, Mo., VORTAC 154° radial; extending from the 5-mile radius area to 6 miles northwest of the Fulton Municipal Airport, excluding the portion which overlies the Columbia, Mo., 700 foot floor transition area.

PENDING AMENDMENT
Fulton, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Fulton Municipal Airport (lat. 38°50'22"N., long. 92°00'17"W.), and within 2 miles each side of the Hallsville, Mo., VORTAC 154° radial; extending from the 5-mile radius area to 6 miles northwest of the Fulton Municipal Airport, and within 3 miles each side of the NDB 229° bearing; extending from the 5-mile radius area to 8.5 miles southwest of the NDB, excluding that portion which overlies the Columbia, Mo., 700 foot transition area.

AMENDMENTS 1/24/80 44 F. R. 65390 (Rewritten)

Fulton, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 43° 21' 05" N., 76°23'20" W. of Oswego County Airport, Fulton, N. Y.
That airspace extending upward from 1,200 feet above the surface within 5.5 miles each side of the Syracuse, NY., 344° radial, extending from the VORTAC to the United States/Canadian border; and within 5 miles each side of the Watertown, NY., 309° radial extending from the VORTAC to the United States/Canadian border.

Gadsden, Ala.
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Gadsden Municipal Airport (latitude 33°58'25" N., longitude 86°05'14" W.).

Gage. Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Gage Municipal Airport (latitude 36°17'45" N. longitude 99°46'30" W.).

Gainesville, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Gainesville Regional Airport (lat. 29°41'22"N., long. 82°16'28"W.).

Gainesville, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Lee Gilmer Memorial Airport (lat. 34°16'37" N., long. 83°49'42" W.); within 9.5 miles northwest and 4.5 miles southeast of the 216° bearing from Gainesville RBN (lat. 34°16'30" N., long. 83°49'56" W.), extending from the RBN to 18.5 miles southwest; excluding the portion within the Lawrenceville, Ga., transition area.

Gainesville, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gainesville Airport (lat. 33°39'00" N., long. 99°11'40" W.); and within 3.5 miles each side of the 001° bearing from the Gainesville RBN (lat. 33°42'12" N., long. 97°11'50" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Gaithersburg, Md.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (39° 09'54" N., 77°10'00" W.), of Montgomery County Airpark, Gaithersburg, Md.; within 5 miles each side of the Frederick, Md., VOR 176° radial, extending from the VOR to 13 miles south of the VOR; and within 4.5 miles south and 9.5 miles north of a 292° bearing from the Gaithersburg, Md., RBN (39°10'06" N., 77°09'42" W.), extending from the RBN to 18.5 miles west of the RBN.

Galax, Va.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center, lat. 36°45'52" N., long. 80°49'20" W. of Twin County Airport; and within 4.5 miles each side of the Pulaski VORTAC 196° radial, extending from the 10.5-mile radius area to 8 miles south of the VORTAC.

Galena, Alaska
That airspace extending upward from 700 feet above the surface within a 19-mile radius of the Galena VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 28-mile radius of the Galena VORTAC; within a 40-mile radius of the Galena VORTAC extending from the 240° radial clockwise to the 298° radial and extending from the 28-mile radius area to 40 miles W of the VORTAC; and within a 35-mile radius of the Galena VORTAC extending from the 089° radial clockwise to the 119° radial and extending from the 28-mile radius area to 35 miles E of the VORTAC.

Galesburg, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Galesburg Municipal Airport (latitude 40°56'24" N., longitude 90°25'46" W.); within 5 miles east and 8 miles west of the Galesburg VOR 019° radial extending from the VOR to 12 miles north of the VOR; within 5 miles northwest and 8 miles southeast of the VOR 214° radial extending from the VOR to 12 miles southwest of the VOR; within a 5-mile radius of the Monmouth Municipal Airport (latitude 40°55'42" N., longitude 90°38'06" W.).

Galeton, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 41° 40'00"N., long. 77°49'15"W., of Cherry Springs Airport, Galeton, Pa., within 3.5 miles each side of the Slate Run, Pa., VORTAC 037° radial, extending from the 7-mile radius area to the Slate Run, Pa., VORTAC.

Gallipolis, Ohio
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Gallia-Meigs Regional Airport, Gallipolis, Ohio (latitude 38°50'03" N., longitude 82°09'49" W.).

Gallup, N. Mex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Senator Clarke Field (lat. 35°30'35"N., long. 108°47'00"W.) and within 3.5 miles south and 5.5 miles north of the Gallup VORTAC 241° radial, extending from the 9-mile radius area to 11.5 miles southwest of the Gallup VORTAC; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at lat. 35°47'30"N., long. 108°34'00"W.; to lat. 35°26'50"N., long. 108°34'00"W.; to lat. 35°13'15"N., long. 109°06'00"W.; to lat. 35°20'25"N., long. 109°10'40"W.; to lat. 35°52'00"N., long. 108°47'00"W., to point of beginning, excluding the portion which coincides with the State of New Mexico transition area.

AMENDMENTS 11/29/79 44 F. R. 53156 (Changed)

Galveston, Tex. (Offshore)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of coordinates lat. 28°53'00"N., long. 94°43'00"W.

Garden City, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Garden City Municipal Airport (latitude 37°55'49" N., longitude 100°43'40" W.), within 3 miles each side of the 144° and 324° bearings from Holcomb RBN, extending from the 7-mile radius to 8 miles northwest of the RBN; and 4½ miles east and 9½ miles west of the 004° radial of the Garden City VORTAC extending from the 7-mile radius to 18½ miles north of the VORTAC.

Gaylord, Mich.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Otsego County Airport, Gaylord, Mich., (lat. 45°01'00"N., long. 84°41'45"W.) and within an 8.5-mile radius of the Gaylord (GLR) VORTAC (lat. 45°00'45.3"N., long. 84°42'14.5"W.) and 4 miles south and 4 miles north of the 282° true radial of the GLR VORTAC extending from the 8.5-mile radius out to 13 miles, and within 5 miles north and 5 miles south of the 274° true bearing of the Alpine (ALV) NDB (lat. 45°04'58"N., long. 83°33'25"W.) extending from the 8.5-mile radius out to 13 miles.

AMENDMENTS 11/29/79 44 F. R. 55560 (Rewritten)

Georgetown, Del.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°41'23" N., long. 75°21'38" W. of Sussex County Airport, Georgetown, DE., and within 2 miles each side of the Waterloo, Del., VORTAC 225° radial extending from the 6.5-mile radius area to the VORTAC and within 2.5 miles each side of a 033° bearing from a point 38°41'42"N., 75°21'18"W., extending from said point to 7 miles northeast of said point.

Georgetown, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Brown County Airport (latitude 38°52'55" N., longitude 83°52'58" W.); and within 3 miles either side of the 162° bearing from the airport extending from the 5-mile radius to 8 miles southeast of the airport.

Georgetown, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Georgetown County Airport (latitude 33°19'00" N., longitude 79°19'00" W.); within 3 miles each side of the 213° bearing from Georgetown RBN (latitude 33°18'55" N., longitude 79°19'29" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Georgetown, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Georgetown Municipal Airport (lat. 30°40'45"N., long. 97°40'45"W.), within 3.5 miles each side of the 358° bearing from the NDB (lat. 30°41'03"N., long. 97°40'45"W.), extending from the 5-mile radius to 11.5 miles northwest of the NDB.

AMENDMENTS 12/28/78 43 F. R. 45343 (Rewritten)

Georgia
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Georgia including the offshore airspace within 3 nautical miles from the parallel to the shoreline of Georgia and including the additional airspace outside the United States southeast of Savannah bounded by a line beginning at latitude 32°03'25" N., longitude 80°46'30" W.; to latitude 32°00'00" N., longitude 80°33'00" W.; to latitude 31°30'00" N., longitude 80°51'05" W.; to latitude 31°30'00" N., longitude 80°47'30" W.; to latitude 31°11'30" N., longitude 81°01'10" W.; to latitude 30°44'00" N., longitude 81°18'10" W.; to latitude 30°43'05" N., longitude 81°21'00" W.; thence north via a line 3 nautical miles from and parallel to the shoreline to the point of beginning, and including the airspace extending upward from 2,000 feet MSL southeast of Brunswick bounded by a line beginning at latitude 31°11'30" N., longitude 81°01'10" W.; to latitude 30°45'15" N., longitude 80°58'50" W.; to latitude 30°44'00" N., longitude 81°18'10" W.; thence northeast to point of beginning.

Gibson City, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gibson City Municipal Airport, latitude 40°29'00" N., longitude 88°16'00" W., and within 2 miles either side of the Roberts VORTAC 220° radial extending from the 5-mile radius northeast to Roberts VORTAC.

Giddings, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Giddings-Lee County Airport (lat. 30°10'11"N., long. 96°58'51"W.).

AMENDMENTS 2/22/79 43 F. R. 60429 (Added)

Gideon, Mo.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Gideon Memorial Airport (lat. 36°26'45"N., long. 89°54'15"W.), excluding the portion which overlies the Malden, Mo., 700 foot transition area.

Gila Bend, Ariz.
That airspace extending upward from 5,500 feet MSL bounded on the north and northeast by the south and southwest edges of V-66, on the east by longitude 111°45'00" W., on the south by latitude 32°27'00" N., and on the west by longitude 113°35'00" W.

Gillette, Wyo.
That airspace extending upward from 700 feet above the surface within 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.

PENDING AMENDMENT
Gillette, Wyo.
That airspace extending upward from 700 feet above the surface within 7 miles east and 9.5 miles west of the Gillette VOR (lat. 44°20'52"N., long. 105°32'34"W.) 176° and 356° radials, extending from 17.5 miles south to 18.5 miles north of the VOR, and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 44°47'00"N., long. 106°22'30"W.; to lat. 44°23'00"N., long. 106°22'30"W.; to lat. 44°16'00"N., long. 105°58'00"W.; to lat. 44°05'00"N., long. 106°00'00"W.; to lat. 43°49'15"N., long. 106°09'30"W.; to lat. 43°39'00"N., long. 106°00'00"W.; to lat. 43°39'00"N., long. 105°09'00"W.; to lat. 44°08'00"N., long. 105°09'00"W.; to lat. 44°01'00"N., long. 104°51'00"W.; to lat. 44°30'00"N., long. 104° 41'00"W.; thence to point of beginning.

AMENDMENTS 1/24/80 44 F. R. 67105 (Rewritten)

Glasgow, Ky.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Glasgow Municipal Airport (lat. 37°01'54"N., long. 85°57'10"W.); within 3 miles north and 4.5 miles south of the 252° bearing from Glasgow
RBN (lat. 37°01'03" N., long. 86°00'33" W.), extending from the 9-mile radius area to 8.5 miles west of the RBN.

Glasgow, Mont.
That airspace extending upward from 700 feet above the surface within 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 wihin 11 miles southwest and 12 miles northeast of the Glasgow VOR 126° radial, extending from the VOR to 22½ miles southeast of the VOR; within 11 miles southwest and 12 miles northeast of the Glasgow VOR 306° radial, extending from the VOR to 11 miles northwest of the VOR; within 12 miles southwest and 7½ miles northeast of the Glasgow VOR 326° radial extending from the VOR to 22½ miles northwest of the VOR.

Glendive, Mont.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Dawson Community Airport (latitude 47°08'20" N., longitude 104°48'25" W.); and within 4½ miles northeast and 9½ miles southwest of the 325° bearing from Dawson Community Airport, extending from the 12-mile radius area to 18½ miles northwest of the airport.

Glens Falls, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, latitude 43°20'32" N., longitude 73°36'35" W., of Warren County Airport extending clockwise from 050° bearing to a 220° bearing from the airport; within an 18.5-mile radius of the center of the airport extending clockwise from a 220° bearing to a 050° bearing from the airport; within 7 miles west and 9.5 miles east of the Glens Falls VORTAC 172° radial extending from the VORTAC to 18.5 miles south of the VORTAC.

Gloucester, Mass.
That airspace east of Gloucester extending upward from 2,000 feet above the surface bounded by a line beginning at lat. 42°42'30"N., long. 69°30'00"W.; to lat. 42°58'45"N., long. 68°27'06"W.; to lat. 43°31'06"N., long. 66°59'15"W.; to lat. 42°46'27"N., long. 68°18'10"W.; to lat. 42°19'02"N., long. 68°53'01"W.; to lat. 42°23'40"N., long. 70°03'45"W.; to lat. 42°28'00"N., long. 70°03'45"W.; to lat. 42°39'00"N., long. 69°30'00"W.; to the point of beginning.

Gloucester, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 37°23'45" N., 76°31'50" W. of the Gloucester Airport, Gloucester, Va.; and within 2 miles each side of the 110° radial of the Harcum, Va., VOR, extending from the 5-mile radius area to the VOR, excluding the portion within the West Point, Va., transition area. This transition area shall be in effect from sunrise to sunset. dailv.

Goldsboro, N. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Seymour-Johnson AFB (lat. 35°20'20" N., long. 77°57'50" W.); within a 6.5-mile radius of Goldsboro-Wayne Municipal Airport (lat. 35°27'30"N., long. 77°58'00"W.); within three miles each side of the 044° bearing from the Wayne RBN (lat. 35°27'15"N., long. 77°58'26"W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN; within a 6.5-mile radius of Mount Olive Municipal Airport (lat. 35°13'24"N., long. 78°02'21"W.).

Goodland, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Renner Field, Goodland Municipal Airport (lat. 39°22'10"N., long. 101°41'55"W.); within 5 miles each side of the Goodland VORTAC 163° radial, extending from the 7-mile radius area to 12 miles south of the VORTAC; within 3.5 miles each side of the Goodland localizer course extending from the 7-mile radius area to 8 miles southeast of the airport.

Gordon, Nebr.
That airspace extending upward from 700 feet along the surface within a 7-mile radius of the Gordon, Nebr., Municipal Airport (lat. 42°48'20"N., long. 102°10'34"W.); within 3 miles each side of the 032° bearing from Gordon NDB (lat. 42°48'04"N., long. 102°10'44"W.) extending from the 7-mile radius to 8.5 miles northeast of the airport.

Gordonsville, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 38°09'21"N., long. 78°09'59"W., of Gordonsville Municipal Airport, Gordonsville, Va., and within 2 miles each side of the Gordonsville VORTAC 356° radial, extending from the 7-mile radius area to the VORTAC.

Gorman, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by Long. 118°45' 00" W, on the S by Lat. 34°30'00" N, on the W by Long. 119°30'00" W, and on the N by Lat. 35°05'00" N.

Goshen, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Goshen, Ind., Airport (latitude 41°31'43" N., longitude 85°47'48" W.), and within 2 miles each side of the Goshen, Ind., VORTAC 090° radial extending from the 5-mile radius area to the VORTAC.

Gothenburg, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Gothenburg Airport (lat. 40°55'45"N., long. 100°09'00"W.) within 3 miles each side of the Gothenburg NDB 136° true bearing, extending from the 5-mile radius to 8 miles southeast of the NDB.

Graham, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Graham Municipal Airport (latitude 33°06'20" N., longitude 98°33'10" W.), and within 2 miles each side of the 014° bearing from the Graham RBN (latitude 33°07'48" N., longitude 98°32'59" W.) extending from the 5-mile radius area to 8 miles north of the RBN.

Grain Valley, Mo.
That airspace extending upward from 700 feet above the surface within a 5½ mile radius of the East Kansas City Airport (lat 39°00'56"N., long. 94°12'47"W.) and within three miles each side of the 217° radial of the Napoleon, Mo., VORTAC (lat. 39°05'43.5"N., long. 94°07'43.0W.) extending from the 5½ mile radius area to the VORTAC.

Granbury, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Granbury Municipal Airport (latitude 32°26'38" N., longitude 97°49'00" W.); and within 1.5 miles each side of the Acton VORTAC 274° radial extending from the 5-mile radius of the Acton VORTAC.

Grand Canyon, Ariz. (Grand Canyon National Park Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Canyon National Park Airport (lat. 35°57'16" N., long. 112°08'37" W.); and within 3.5 miles each side of the Grand Canyon VOR 211° radial, extending from the 5-mile radius area to 8 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°00'00" N., longitude 112°27'00" W., to latitude 36°05'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°00'00" W., to latitude 35°42'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°07'00" W., to latitude 35°38'00" N., longitude 112°27'00" W., thence to point of beginning; and that airspace within 5 miles each side of a direct line between the Grand Canyon, Ariz., VOR and Boulder City, Nev., VORTAC extending from the Grand Canyon VOR to 21 miles west of the VOR.

Grand Forks, N. Dak.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Grand Forks International Airport (latitude 47°57'05" N., longitude 97°10'35" W.) within 4.5 miles west and 9.5 miles east of the Grand Forks VORTAC 173° radial, extending from the VORTAC to 18.5 miles south of the VORTAC, and within a 10-mile radius of Grand Forks AFB (latitude 47°57'40" N., longitude 97°24'00" W.) and within 4.5 miles west and 9.5 miles east of the Grand Forks VORTAC 180° radial, extending from the 8.5-mile radius to 26½ miles south of the VORTAC;
and that airspace extending upward from 1,200 feet above the surface within a 39-mile radius of Grand Forks AFB, within the State of North Dakota.

AMENDMENTS 2/23/79 44 F. R. 1086 (Changed)

Grand Island, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Grand Island County Airport (latitude 40°58'03" N., longitude 98°18'30" W.); within 4½ miles northeast and 9½ miles southwest of the Grand Island VORTAC 303° radial, extending from the 10-mile radius area to 18½ miles northwest of the VORTAC; and within 4½ miles east and 9½ miles west of the Grand Island VORTAC 360° radial, extending from the 10-mile radius area to 18½ miles north of the VORTAC.

Grand Isle, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Grand Isle seaplane base (lat. 29°15'45"N., long. 89°57'40"W.), and within 2 miles each side of the Grand Isle RBN 052° bearing, extending from the 5-mile radius area to the RBN; within 2 miles each side of the Leeville, La., VORTAC 052° radial extending from the 5-mile radius area to the VORTAC, and within 2 miles each side of the Leeville, La., VORTAC 050° radial extending from the 5-mile radius area to 20 miles northeast of the VORTAC.

Grand Junction, Colo.
That airspace extending upward from 700 feet above the surface within 8 miles northwest and 5 miles southeast of the Grand Junction VORTAC 247° and 067° radials extending from 13 miles southwest to 14 miles northeast of the VORTAC and within 2 miles south and 10 miles north of the Grand Junction VORTAC 110° radial extending from the VORTAC to 22 miles southeast; that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Grand
Junction VORTAC, within 5 miles each side of the Grand Junction VORTAC 166° radial extending from the 35-mile radius area to 38 miles S of the VORTAC, within 5 miles each side of the Grand Junction ILS localizor NW course extending from the 35-mile radius area to the INT of the localizer NW course and the Grand Junction VORTAC 318° radial.

Grand Marais, Minn.
That airspace extending upward from 700 feet above the surface within a 9½-mile radius of Devils Track Municipal Airport (latitude 47°49'35" N., longitude 90°22'45" W.); and within 4½ miles north and 9½ miles south of the 103° bearing from the Devils Track Municipal Airport, extending from the airport to 18½ miles east of the airport except for that portion which overlies P-204; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 273° bearing from the Devils Track Municipal Airport extending from the airport to 12 miles west of the airport.

Grand Rapids, Mich.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Kent County Airport (latitude 42°52'50" N., longitude 85°31'25" W.); within 2 miles each side of the 261° bearing from the Kent County Airport extending from the 9-mile radius area to 15½ miles west of the airport.

Grand Rapids, Minn.
That airspace extending upward from 700 feet above the surface within a 9½-mile radius of Grand Rapids Municipal Airport (latitude 47°12'45" N., longitude 93°30'34" W.); and 5 miles each side of the Grand Rapids VOR 162° radial, extending from the 9½-mile radius area to 8 miles south of the VOR; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the Grand Rapids VOR 162° radial extending from the VOR to 18½ miles south of the VOR.

Grandview, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Richards-Gebaur AFB (lat. 38°50'50"N., long. 94°33'20"W.); within a 6-mile radius of Johnson County Executive Airport (lat. 38°51'00"N., long. 94°44'15"W.); within 3 miles each side of the 182° bearing from Johnson County Executive Airport extending from the 6-mile radius area to 8 miles south of the airport; and within an 8.5-mile radius of the Johnson County Industrial Airport (lat. 38°49'47"N., long. 94°53'29"W.).

Grayling, Mich.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Grayling Army Airfield (latitude 44°40'45" N., longitude 84°43'45" W.); excluding that portion which overlies restricted areas R-4201 and R-4202.

Great Barrington, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°11'05" N., 73°24'15" W., of Great Barrington Airport, Great Barrington, Mass.; within 2 miles each side of the Runway 5 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the Runway 11 centerline extended from the 5-mile radius area to 13 miles east of the end of the runway; within 2 miles each side of the Runway 23 centerline extended from the 5-mile radius area to 12 miles southwest of the end of the runway; within 2 miles each side of the Runway 29 centerline extended from the 5-mile radius area to 6 miles west of the end of the runway and within 5 miles east and 8 miles west of the 152° bearing from Great Barrington, Mass., RBN 42°10'58" N., 73°24'17" W., extending from the RBN to 12 miles southeast of the RBN.

Great Bend, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Great Bend Municipal Airport (lat. 38°20'40"N., long. 98°51'43"W.); and within 4.5 miles each side of the 303° bearing from the Great Bend Municipal Airport, extending from the 7-mile radius to 18 miles northwest of the airport.

Great Bend, N. Y.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center 44° 03'15" N., 75°43'15" W. of Wheeler-Sack AAF, N. Y.; within an 8-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 135° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 135° bearing to a 165° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 165° bearing to a 195° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 195° bearing to a 242° bearing from the airport within 4.5 miles each side of the Watertown, N. Y., VORTAC 066° radial, extending from the 6.5-mile radius area and the 10.5-mile radius area to the VORTAC, and within 5 miles each side of the Watertown, N. Y., VORTAC 069° radial, extending from the 6.5-mile radius area and the 10.5-mile radius area to the VORTAC. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 43°52'00" N., 75°54'00" W., to 43°50'30" N., 75°53'30" W., to 43° 44'00" N., 75°49'15" W., thence clockwise along an arc with a radius of 40 miles from the center of Griffiss AFB, Rome, N. Y., to longitude 75°30'00" W., thence north along longitude 75°30'00" W., to 44°08'00" N., 75° 30'00" W., to 44°10'30" N., 75°31'00" W., to 44°13'00" N., 75°42'20" W., to point of beginning, excluding the portion which coincides with the Watertown, N. Y., 700-foot and 1,200-foot transition areas.

Great Falls, Mont.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Malmstrom AFB (latitude 47°30'05" N., longitude 111°11'20" W.), within 3.5 miles each side of the Truly RBN 180° bearing, extending from the 17-mile radius area to 9 miles south of the RBN and within 3 miles each side of the Great VOR 157° radial, extending from the 17-mile radius area to 21.5 miles southeast of the VOR.
and that airspace extending upward from 1,200 feet above the surface within a 40-mile radius of Malmstrom AFB; within 12 miles north and 8 miles south of the Great Falls VOR 074° radial, extending from the 40-mile radius area to 61 miles east of the VOR; and within 12 miles south and 8 miles north of the Great Falls VOR 272° radial extending from the 40-mile radius area to 56 miles west of the VOR.

Greeley, Colo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Weld County Airport (latitude 40°25'35" N., longitude 104°37'45" W.) and within 3.5 miles each side of the Gill VOR 038° and 218° radials extending from the 6-mile radius area to 11 miles northeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 10 miles northwest and 7 miles southeast of the Gill VOR 038° and 218° radials, extending from 20 miles northeast to 13 miles southwest of the VOR.

Green Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Austin-Straubel Airport, Green Bay, Wis. (latitude 44°29'16" N., longitude 88°07'49" W.); within 2½ miles each side of the Green Bay ILS southwest localizer course extending from the 9-mile radius to 8 miles southwest of the OM; within 5 miles each side of the Green Bay VORTAC 326° radial, extending from the 9-mile radius area to 8 miles northwest of the VORTAC; and within 5 miles each side of the Green Bay ILS localizer northeast course extending from the 9-mile radius to 14 miles northeast of the airport.

Greencastle, Ind.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Putnam County Airport (lat. 39°38'00"N., long. 86°48'45"W.).

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.); excluding the portion within the Tri-City, Tenn., transition area.

Greensboro, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greensboro/High Point/Winston-Salem Regional Airport (latitude 36°05'36" N., longitude 79°56'34" W.); within 5 miles each side of Greensboro VORTAC 035° radial, extending from the 8.5-mile radius area to 17.5 miles northeast of the VORTAC; within 4 miles each side of Greensboro VORTAC 207° radial, extending from the 8.5-mile radius area to 8.5 miles southwest of the VORTAC; within 9.5 miles southwest and 4.5 miles northeast of Greensboro ILS localizer northwest course, extending from the LOM to 18.5 miles northwest.

Greenville, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Greenville Municipal Airport (latitude 31°50'44" N., longitude 86°36'38" W.); within 3 miles each side of the 148° bearing from Persimmon RBN (latitude 31°51'03" N., longitude 86°36'52" W.), extending from the 6.5-mile radius area to 8.5 miles southeast of the RBN.

Greenville, Ill.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Greenville, Illinois, Airport (latitude 38°50'12" N., longitude 89°22'38" W.), and within 2 miles each side of the 348° bearing from Greenville Airport extending from the 6.5-mile radius to 8 miles north of the airport.

Greenville, Ky.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Muhlenberg County Airport (lat. 37°13'30"N., long. 87°09'31"W).

Greenville, Maine
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (lat. 45°27'47" N., long. 69°33'21" W.), Greenville Municipal Airport, Greenville, Maine, within 3.5 miles each side of a 212° bearing from the Greenville, Maine, NDB, extending from the 8.5-mile radius area to a point 10 miles southwest of the Greenville NDB, within a 6.5-mile radius of the center (lat. 45°28'10" N., long. 69°36'00" W.) Greenville Seaplane Base, Greenville, Maine, within 3.5 miles each side of a 181° bearing from the Greenville NDB extending from the 6.5-mile radius area to a point 9.5 miles south of the Greenville NDB.

Greenville, Miss.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenville International Airport (lat. 33°29'05"N., long. 90°59'20"W.); within 3 miles each side of the Greenville VOR 358° radial, extending from the 8.5-mile radius area to 8.5 miles north of the VOR; within 3 miles each side of the 181° bearing from Metcalf RBN, extending from the 8.5-mile radius area south of the RBN.

Greenville, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Pitt-Greenville Airport (latitude 35°37'55" N., longitude 77°23'05" W.); within 3 miles each side of the 007° bearing from Alwood RBN (latitude 35°42'32" N., longitude 77°22'03" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

Greenville, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenville Municipal Downtown Airport (lat. 34°50'54"N., long. 82°21'01"W.); within a 9.5-mile radius of Greenville-Spartanburg Airport (lat. 34°53'45"N., long. 82°13'04"W.); within 4 miles each side of Greenville-Spartanburg ILS localizer northeast course, extending from the 9.5-mile radius area to 15 miles northeast of the airport.

AMENDMENTS 11/2/78 43 F. R. 34114 (Changed)

Greenville, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Majors Airport (latitude 33°04'00" N., longitude 96°03'45" W.); and within 2 miles each side of the Majors VOR 188° radial, extending from the 7-mile radius area to 8 miles S of the VOR.

Greenwood, Miss.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Greenwood-Leflore Airport (latitude 33°29'30" N., longitude 90°04'50" W.); within 1.5 miles each side of the Greenwood VORTAC 081° radial, extending from the 10-mile radius area to the VORTAC.

Greenwood, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Greenwood County Airport (latitude 34°15'00" N., longitude 82°09'35" W.).

Greenwood Village, Colo.
That airspace extending upward from 700 feet above the surface within 9.5 miles east and 4.5 miles west of the Arapahoe ILS south localizer course Runway 34R, extending from the Castle LOM (lat. 39°27'08"N., long. 104°50'43"W.) to 18.5 miles south of the LOM, excluding that portion which overlies the Denver, Colo., transition area.

Grenada, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Grenada Municipal Airport (lat. 33°49'40"N., long. 89°47'55"W.).

Griffin, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Griffin-Spalding County Airport, Griffin, Ga. (lat. 33°13'30" N., long. 84°16'30" W.).

Groton, Conn.
That airspace extending upwards from 700 feet above the surface within the area bounded by a line beginning at 41°10'30" N., 72°00'00" W. to 41°12'00" N., 72°10'00" W. to 41°18'00" N., 72°14'00" W. to 41°27'00" N., 72°09'00" W. to 41°25'00" N., 71°42'00" 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.

Grove City, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°08'42"N., 80°09'54"W., of Grove City Airport, Grove City, Pa.; within 2 miles each side of the Ellwood City, Pa., VORTAC 005° radial, extending from the 5-mile radius area to 16.5 miles north of the VORTAC; within 2.5 miles each side of a 261° bearing from a point 41°08'48"N., 80°10'18"W., extending from said point to 5.5 miles west; within 2.5 miles each side of a 081° bearing from a point 41°08'48"N., 80°09'36"W., extending from said point to 9 miles east.

AMENDMENTS 1/25/79 43 F. R. 58808 (Rewritten)

Grundy, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 37°13'57"N., 82°07'30"W., of Grundy Municipal Airport, Grundy, Va., and within 2.5 miles each side of the Lonesome Pine, Va., VOR (36°59'03"N., 82°32'17"W.) 055° radial, extending from the 6-mile radius area to 21.5 miles northeast of the Lonesome Pine, Va., VOR.

Gruver, Tex.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Gruver Municipal Airport (lat. 36°14'12"N., long. 101°25'56"W.); within 3.5 miles each side of the NDB (lat. 36° 14'01"N., long. 101°25'42"W.) 019° bearing extending from the 5.5-mile radius area to 11.5 miles north of the NDB.

AMENDMENTS 6/14/79 44 F. R. 15651 (Rewritten)

Guam Island
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 13°46'35" N. longitude 144°51'15" E., thence clockwise along the arc of a 12-nmi radius circle centered on Anderson AFB (latitude 13°35'00" N., longitude 144°55'00" E.), to latitude 13°23'50" N., longitude 145°01'00" E., thence to latitude 13°08'45" N., longitude 144°29'20" E., thence to latitude 13°29'45" N., longitude 144°18'30" E., thence to point of beginning.
and that airspace extending upward from 1,200 feet above the surface within a 100-nautical mile radius of the Agana VOR and within a 35-nautical mile radius of the Saipan RBN, excluding the portion within W-517.

Gulfport, Miss.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Gulfport-Biloxi Regional Airport (lat. 30°24'28"N., long. 89°04'05"W.); within 3.5 miles each side of Gulfport VORTAC 050°, 129°, 213°, and 319° radials, extending from the 8.5-mile radius area to 11 miles northeast, southeast, southwest and northwest of the VORTAC; within an 8.5-mile radius of Keesler AFB (lat. 30°24'39" N., long. 88°55'26"W.); within 4.5 miles each side of Keesler TACAN 041° and 203° radials, extending from the 8.5-mile radius area to 12.5 miles northeast and southwest of the TACAN.

Gulkana, Alaska
That airspace extending upward from 700 feet above the surface within 6 miles E and 10.5 miles W of the 346° radial extending from Gulkana VORTAC to 22 miles N of the VORTAC; within 4.5 miles E and 9.5 miles W of the 181° radial extending from the Gulkana VORTAC to 18.5 miles S of the VORTAC; and within a 16.5-mile radius of the Gulkana VORTAC; and that airspace extending upward from 1,200 feet above the surface within 8.5 miles E and 5.5 miles W of the Gulkana VORTAC 184° radial extending from 9 miles S to 30 miles S of the VORTAC; and within 8.5 miles W and 5.5 miles E of the Gulkana VORTAC 356° radial extending from 9 miles N to 30 miles N of the VORTAC.

Gunnison, Colo.
That airspace extending upward from 700 feet above the surface within 9.5 miles northwest and 6 miles southeast of the Gunnison VORTAC 045° and 225° radials extending from 12 miles northeast to 19 miles southwest of the VORTAC.

Gustavus, Alaska
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sisters Island, Alaska, VORTAC; and that airspace extending upward from 1,200 feet above the surface within 22 miles SW and 19 miles NE of the 145° and 325° bearings from the Gustavus RBN, extending from 16 miles NW to 48 miles SE of the RBN.

Guthrie, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Guthrie Municipal Airport (latitude 35°50'30" N., longitude 97°25'00" W.) and within 3 miles each side of the 349° true bearing from the Guthrie RBN (latitude 35°51'04" N., longitude 97°25'10" W.) extending from the 5-mile radius area to 10 miles north of the RBN.

Guthrie, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of latitude 33°38'25" N., longitude 100°20'50" W., and within 2 miles each side of the Guthrie VOR 182° radial extending from the 6-mile radius area to the VOR.

Guymon, Okla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Guymon Municipal Airport (latitude 36°40'45" N., longitude 101°30'30" W.), and within 3.5 miles each side of the 006° bearing from the Guymon RBN (latitude 36°42'19" N., longitude 101°30'17" W.) extending from the 8-mile radius area to 11 miles north of the RBN.

Gwinner, N. Dak.
That airspace extending upward from 700 feet above the surface within a 8.5-mile radius of the Gwinner Municipal Airport (latitude 46°13'10" N., longitude 97°38'27" W.); and that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Gwinner Municipal Airport, and within 9.5 miles west and 4.5 miles east of the 167° T bearing from the Gwinner NDB (latitude 46°13'24" N., longitude 97°38'35" W.), extending from the 12-mile radius area to 18.5 miles south of the NDB;
and from 5 miles west of the 017° bearing from the Gwinner NDB clockwise to 5 miles south of the 088° bearing from the NDB, extending from the 12-mile radius area to the boundary of the Fargo, N. Dak., transition area.

Hagerstown, Md.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 39°42'27" N., 77°43'50" W., of Hagerstown Regional Airport, Hagerstown, Md.; within 3.5 miles each side of the Hagerstown, Md., VOR 239° radial and 059° radial, extending from 11 miles southwest of the VOR to 3 miles northeast of the VOR; within 5 miles each side of the Hagerstown Regional Airport ILS Runway 27 localizer course, extending from the localizer to 14.5 miles east of the localizer.
extending from the localizer to 14.5 miles east of the localizer, within 5 miles each side of the St. Thomas, Pa., VORTAC 143° radial, extending from the 8-mile radius area to the St. Thomas, Pa., VORTAC.

Haleyville, Ala.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Haleyville Municipal Airport (lat. 34°16'40" N., long. 87°36'05" W.); within 5 miles each side of Hamilton VORTAC 077° radial, extending from the 5.5-mile radius area to 11.5 miles E of the VORTAC.

Hallock, Minn.
That airspace extending upward from 700 feet above the surface within 5 miles northeast and 5 miles southwest of the Pembina VORTAC 135° radial extending from 6 miles southeast of the VORTAC to 22.5 miles southeast of the VORTAC, and that airspace extending upward from 1,200 feet above the surface 4.5 miles northeast and 7 miles southwest of the 315° radial and the 135° radial of Pembina VORTAC extending from 6 miles southeast of the VORTAC to 12.5 miles northwest of the VORTAC excluding that airspace north of latitude 49°00'00" N.; within 9.5 miles northeast and 4.5 miles southwest of the Pembina VORTAC 135° radial extending from 17.5 miles southeast of the VORTAC to 36 miles southeast of the VORTAC; and that airspace within a 29.5 mile radius of the Pembina VORTAC extending counterclockwise from the 183° radial to 4.5 miles southwest of and parallel to the 135° radial.

Hamilton, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Marion County Airport (lat. 34°07'10" N., long. 87°59'53" W.); within 3 miles each side of Hamilton VORTAC 349° radial extending from the 9-mile radius area to 8.5 miles northwest of the VORTAC.

Hamilton, N. Y.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center lat. 42°50'35" N., long. 75°33'40" W. of AMA Executive Airport, Hamilton, N. Y., and within 5 miles each side of the Georgetown, N. Y., VORTAC 074° and 254° radials extending from the 6.5-mile radius area to 4.5 miles west of the Georgetown, N. Y., VORTAC.

Hamilton, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center 39°21'58" N., 84°31'30" W. of Hamilton Airport, Hamilton, Ohio; and within 2 miles north and 5 miles south of a 279° bearing from the Hamilton RBN extending from the 7-mile radius area to 8 miles west of the RBN excluding the portions within the Cincinnati, Ohio and Middletown, Ohio, transition areas.

Hammond, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hammond Municipal Airport (latitude 30°31'15" N., longitude 90°25'00" W.) within 2.5 miles either side of the Hammond VOR 354° radial extending 2 miles from the 5-mile radius, and within 2.5 miles either side of the Hammond VOR 128° radial extending 2 miles from the 5-mile radius.

Hammonton, N. J.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center of lat. 39°40'30" N., long. 74°44'30" W. of Hammonton Municipal Airport, Hammonton, N. J.; within 2 miles each side of the Millville, N. J., VORTAC 051° radial extending from the 5.5-mile radius area to 7.5 miles northeast of the VORTAC.

Hampton, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hampton Municipal Airport (latitude 42°43'35" N., longitude 93°13'35" W.); excluding that airspace which overlies the Mason City, Iowa, transition area.

Hanford, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of the Hanford Municipal Airport (latitude 36°19'04" N., longitude 119°37'39" W.), and within 2 miles each side of the Visalia TVOR 246° radial extending from the 3-mile radius area toward the Visalia TVOR to abut the currently designated Visalia 700-foot transition area, excluding that airspace within a 1-mile radius of the Blair (private) Airport (latitude 36°16'31" N., longitude 119°38'23" W.).

Hanksville, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hanksville (FAA Site 54) Airport (latitude 38°25'01" N., longitude 110°41'57" W.), and within 3.5 miles each side of the Hanksville VORTAC 106° radial, extending from the 5-mile radius area to 11.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 6 miles north and 9.5 miles south of the Hanksville VORTAC 286° and 106° radials, extending from 7.5 miles west to 18.5 miles east of the VORTAC.

Hannibal, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hannibal, Missouri, Municipal Airport (latitude 39°43'30" N., longitude 91°26'35" W.); and within 3 miles each side of the 162° bearing from the Hannibal Municipal Airport extending from the 5-mile radius area to 8 miles southeast of the airport, excluding that portion which overlies the Quincy, Ill., transition area.

Harlan, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Harlan Municipal Airport (lat. 41°35'15"N., long. 95°20'15"W.) and within 5 miles each side of the Neola, Iowa, VORTAC 064° radial extending from the 7-mile radius to 8 miles northeast of the VORTAC and 3 miles each side of the 136° bearing from the Harlan NDB to 8½ miles southeast excluding that portion which overlies the Atlantic, Iowa, 700 foot transition area.

Harlingen, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Harlingen Municipal Airport (latitude 26°13'36" N., longitude 97°39'12" W.); within 3.5 miles either side of the Harlingen ILS localizer north course extending from the 5-mile radius zone to 11.5 miles north of the outer marker (latitude 26°18'17.7" N., longitude 97°39'28.2" W.); within 1.5 miles each side of the localizer (latitude 26°12'48" N., longitude 97°39'31" W.) back course 181° T radial extending from the 5-mile radius zone to 5.5 miles south of the localizer and within 2 miles either side of the Harlingen VOR 118° radial extending from the 5-mile radius zone to the VOR.

Harrisburg, Ill.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Harrisburg-Raleigh Airport (latitude 37°48'45" N., longitude 88°33'00" W.); and within 3 miles each side of the 049° bearing from Harrisburg-Raleigh Airport, extending from the airport to 8 miles northeast of the airport.

Harrisburg, Pa.
That airspace extending upward from 700 feet above the surface within a 19.5-mile radius of the center, 40° 12'59" N., 76°51'03" W., of Capital City Airport, Harrisburg, Pa., extending clockwise from a 009° bearing to a 035° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 035° bearing to a 099° bearing from the airport; within a 11.5-mile radius of the center of the airport, extending clockwise from a 099° bearing to a 161° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 161° bearing to a 233° bearing from the airport; within a 11.5-mile radius of the center of the airport, extending clockwise from a 233° bearing to a 290° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 290° bearing to a 009° bearing from the airport; within 5.5 miles each side of the Harrisburg, Pa., VORTAC 274° radial, extending from the VORTAC to 11.5 miles west of the VORTAC; within 9.5 miles north and 4.5 miles south of the Capital City Airport ILS localizer west course, extending from the OM to 18.5 miles west of the OM; within a 12.5-mile radius of the center, 40°11'34" N., 76°45'48" W., of Harrisburg International Airport-Olmsted Field, Middletown, Pa., extending clockwise from a 025° bearing to a 078° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 078° bearing to a 147° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 147° bearing to a 228° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 228° bearing to a 270° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 270° bearing to a 025° bearing from the airport; within a 26-mile radius of a point 40°13'24"N., 76°52'39"W., extending clockwise from a 072° bearing to a 094° bearing from said point.

AMENDMENTS 1/29/79 44 F. R. 5647 (Changed)

Harrison, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Boone County Airport (lat. 36°15'55"N., long. 93°09'14"W.), within a 12.5-mile radius of the airport extending from the Harrison VOR 140° radial clockwise to the 320° radial and within 3.5 miles each side of the Harrison VOR 320° radial extending from the 6.5-mile radius area to 11.5 miles northwest of the VOR and within 4 miles each side of the ILS localizer south course extending from the 12.5-mile radius area to 11.5 miles south of the LOM (lat. 36°11'28"N., long. 93°09'36"W.).

AMENDMENTS 2/22/79 44 F. R. 1085 (Changed)

Harrison, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Harrison Airport (lat. 39°15'50"N., long. 84°47'04"W.), Harrison, Ohio, and within 3.6 miles on each side of the 347° bearing from the airport reference point extending from the 5-mile radius to 9.5 miles north of the airport excluding that portion which overlies the Oxford, Ohio, transition area.

Hartford, Conn.
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center, lat. 41°56'19" N., long. 72°41'00" W. of Bradley International Airport, Windsor Locks, Conn.; within 6.5 miles southeast and 4 miles northwest of the Bradley International Airport back-course localizer northeast course, extending from the 11.5-mile radius area to 19.5 miles northeast of the Bradley International Airport; within 4.5 miles northwest and 15.5 miles southeast of the Bradley International Airport ILS localizer southwest course, extending from the 11.5-mile radius area to 18.5 miles southwest of the OM; within a 9-mile radius of the center 41°45'10"N., 72°37'25"W., of the Rentschler Field, East Hartford, Conn.; within 4 miles each side of Runway 4 centerline extended from the 9-mile radius to 10 miles southwest of the runway threshold and within 4.5 miles each side of Runway 22 centerline extended from the 9-mile radius to 10 miles northeast of the runway threshold; within 3.5 miles each side of a 130° bearing from the Brainard NDB extending from the NDB to 11.5 miles southeast of the NDB; within 2 miles each side of the Hartford VOR 154° radial extending from the 9-mile radius area to 8 miles southeast of the VORTAC; within 2 miles each side of the Hartford VORTAC 130° and 310° radials extending from the 9-mile radius area to 6 miles southeast of the VORTAC; within 5 miles northwest and 5 miles southeast of the Hartford VOR 223° radial extending from the VOR to a point 15 miles southwest; excluding those portions that coincide with the Chicopee Falls, Mass., 700-foot transition area.

AMENDMENTS 1/11/79 43 F. R. 58810 (Changed)

Hartford, Wisc.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Hartford Airport (latitude 43°20'55" N., longitude 88°23'30" W.).

Hartsville, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hartsville Municipal Airport (latitude 34°24'15" N., longitude 80°07'04" W.); within 3 miles each side of the 014° bearing from Hartsville RBN (latitude 34°24'25" N., longitude 80°06'56" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN; excluding the portion within the Darlington, S. C., transition area.

Haskell, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Haskell, Tex., Municipal Airport (latitude 33°12'18" N., longitude 99°42'43" W.).

Hastings, Mich.
That airspace extending upward from 700 feet above the surface within a 6½ mile radius of Hastings Municipal Airport (latitude 42°39'50" N., longitude 85°20'50" W.); and within 2 miles each side of the Grand Rapids, Mich., VOR 141° radial extending from the 6½ mile radius area to the Grand Rapids VOR, excluding the portion which overlies Grand Rapids, Mich. 700-foot floor transition area.

Hastings, Nebr.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hastings Municipal Airport (latitude 40°36'20" N., longitude 98°25'30" W.), within 2 miles each side of the 323° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 8 miles NW of the airport; within 2 miles each side of the 338° bearing from Hastings Municipal Airport extending from the 7-mile radius zone to 9.5 miles 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.

Hattiesburg, Miss.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hattiesburg Municipal Airport (lat. 31°16'01"N., long. 89°15'16"W.); within 1.5 miles each side of the Eaton VORTAC 156° radial, extending from the 7-mile radius area to the VORTAC; within 3 miles each side of the 330° bearing from Hub City RBN (lat. 31°17'57"N., long. 89°18'01"W.), extending from the 7-mile radius area to 8.5 miles northwest of the RBN; within an 8.5-mile radius of the Pine Belt Regional Airport (lat. 31°28'03"N., long. 89°20'11.6"W.); within 3 miles each side of the Eaton VORTAC 182° radial, extending from the 8.5-mile radius area to 8.5 miles south of the VORTAC.

Haverhill, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°48'05" N., 71°03'45" 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
The airspace extending upward from 5,500 feet above the surface within the area bounded by a line beginning at lat. 24°03'N., long. 156°19'W., to lat. 23°32'N., long. 155°29'W., to lat. 23°00'N., long. 154°39'W., to lat. 22°22'N., long. 153°53'W., to lat. 21°43'N., long. 153°09'W., to lat. 20°16'N., long. 152°14'W., to lat. 19°13'N., long. 151°52'W., to lat. 17°40'N., long. 155°49'W., to lat. 18°28'N., long. 158°55'W., to lat. 18°57'N., long. 159°55'W., to lat. 19°35'N., long. 160°36'W., to lat. 22°19'N., long. 162°29'W., to lat. 23°07'N., long. 162°13'W., to lat. 23°49'N., long. 161°39'W., to lat. 24°17'N., long. 160°52'W., to the point of beginning; and the airspace upward from 1,200 feet above the surface within the area described above bounded by a line beginning at lat. 22°28'N., long. 155°48'W., to lat. 21°00'N., long. 153°51'W., thence clockwise along the arc of a 115-mile radius circle of the Hilo VORTAC (lat. 19°43'28"N., long. 155°00'49"W.), to lat. 19°00'N., long. 153°23'W., to lat. 19°00'N., long. 157°40'W., to lat. 20°28'N., long. 160°29'W., thence clockwise along the arc of a 115-mile radius circle of the South Kauai VORTAC (lat. 21°54'13"N., long. 159°31'54"W.), to lat. 23°30'N., long. 159°02'W., to the point of beginning.

Hawesville, Ky.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hancock Airfield (lat. 37°56'40"N., long. 86°47'35"W.); excluding the portion which coincides with the Tell City, Ind., transition area.

Hayden, Colo.
That airspace extending upward from 700 feet above the surface within 5 miles each side of the Hayden, Colo., VOR 248° radial extending from the VOR to 18 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at 40°06'00"N., long. 107° 00'00"W.; to lat. 40°43'00"N., long. 107°00'00"W.; to lat. 40°43'00"N., long. 107°45'00"W.; to lat. 40°35' 00"N., long. 107°45'00"W., to lat. 40°35'00"N., long. 108°08'00"W., to lat. 40°22'00"N., long. 108°08'00"W., to lat. 40°22'00"N., long. 107°45'00"W.; to lat. 40°07'30"N., long. 107°45'00"W.; thence along the north edge of V-200 to the point of beginning.

Hays, Kans.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Hays Municipal Airport (latitude 38°50'45" N., longitude 99°16'30" W.).

Hayward and Cable, Wis.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hayward Municipal Airport (latitude 46°01'00" N., longitude 91°27'00" W.) and within an 8-mile radius of Cable Union Airport (latitude 46°11'30" N., longitude 91°15'00" W.) and within 4½ miles each side of the 206° bearing from the Hayward Airport extending from the 7-mile radius to 11 miles southwest of the airport and within 4½ miles east and 9½ miles west of the 023° bearing from the Hayward Airport extending from the 7-mile radius to 18½ miles northeast of the airport.

Hazlehurst, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hazlehurst Airport (lat. 31°53'00" N., long. 82°38'45" W.); within 2.5 miles each side of Alma VORTAC 342° radial, extending from the 6-mile radius area to 18 miles north of the VORTAC.

Hebbronville, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jim Hogg County Airport (lat. 27°20'57"N., long. 98°44'12"W.), within 3.5 miles each side of the 326° bearing from the proposed NDB (lat. 27°21'13"N., long. 98°44'38"W.) extending from the 5-mile radius to 11.5 miles northwest of the proposed NDB.

AMENDMENTS 12/28/78 43 F. R. 44479 (Added)

Heber, Ariz.
That airspace extending upward from 12,000 feet MSL bounded by a line beginning at latitude 34°39'00" N., longitude 111°39'00" W., to latitude 34°43'00" N., longitude 111°24'00" W., to latitude 34°43'00" N., longitude 110°20'00" W., thence south via longitude 110°20'00" W., to the north edge of V-190N, thence west and southwest via the north and northwest edges of V-190N to latitude 34°03'30" N., longitude 111°05'00" W., to latitude 34° 10'00" N., longitude 111°30'00" W., to latitude 34°10'00" N., longitude 111°43'00" W., to point of beginning.

Heber Springs, Ark.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Heber Springs, Ark., Airport (latitude 35°30'41" N., longitude 92°00'25" W.).

Helena, Mont.
That airspace extending upward from 700 feet above the surface within a 16½-mile radius of the Helena VORTAC (latitude 46°36'25" N., longitude 111°57'09" W.), extending from the Helena VORTAC 352° radial clockwise to the 191° radial;
and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the Helena VORTAC; within 6 miles south and 9 miles north of the Helena VORTAC 272° radial, extending from the 24-mile radius area to 45 miles west of the VORTAC; within 15.5 miles west and parallel to the Helena VORTAC 352° radial, extending from the 24-mile radius area to 31 miles north of the VORTAC; within 5 miles east and 9 miles west of the Helena VORTAC 023° radial, extending from the 24-mile radius area to 36 miles northeast of the VORTAC; and within 6 miles south and 9.5 miles north of the Helena VORTAC 102° radial, extending from the 24-mile radius area to 28.5 miles east of the VORTAC.

Hemingway, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Hemingway-Stuckey Airport (lat. 33°43'42"N., long. 79°30'46"W.); within 3 miles each side of the 287° bearing from the Stuckey RBN (lat. 33°43'44"N., long. 79°31'41"W.), extending from the 6.5-mile radius to 8.5 miles west of the RBN.

Henderson, Ky.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Henderson Airport (lat. 37°48'27" N., long. 87°41'00" W.); within 1.5 miles each side of Evansville, Ind., VORTAC 152° radial, extending from the 5.5-mile radius area to the VORTAC; excluding the portion within Evansville, Ind., transition area.

Henderson, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Rusk County Airport, Henderson, Tex., (lat. 32°08'30"N., long. 94°51'15"W.); within 5 miles each side of the Gregg County, Tex., VORTAC 197° radial extending from the 8.5-mile radius area to 11.5 miles south of the VORTAC; and within 3.5 miles each side of a 350° bearing from the Henderson NDB (lat. 32°11'16"N., long. 94°51'39"W.) extending from the 8.5-mile radius area to 11.5 miles northwest of the NDB.

Henryetta, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Henryetta Municipal Airport (latitude 35°24'40" N., longitude 96°00'50" W.), and within 3.5 miles each side of the 186° bearing from the Henryetta RBN extending from the 5-mile radius area to 8.5 miles south of the RBN.

Hereford, Tex.
That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of Hereford Municipal Airport, Hereford, Tex. (lat. 34°51'30"N., long. 102°19'25"W.), including an extension from the 5-statute-mile radius area to 11.5 statute miles north of the NDB and 3.5 statute miles either side of the 019° bearing from the NDB.

Hershey, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, lat. 40° 17'35" N., long. 76°39'40" W. of Hershey Airpark, Hershey, Pa.; within a 7-mile radius of the center of the airport extending clockwise from a 092° bearing to a 041° bearing from the airport.

Hettinger, N. D.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Hettinger Municipal Airport (lat. 46°00'48"N., long. 102°39'00"W.), and within 3 miles each side of the 157° bearing from the Hettinger NDB (lat. 46°00'59"N., long. 102°38'55"W.) extending from the 5.5-mile radius area to 8.5 miles southeast of the Hettinger NDB, and that airspace extending upward from 1,200 feet above the surface bounded on the north by V-2, on the east by V-169, on the south by V-120, and on the west by the Bowman, N. D., 1,200 foot transition area excluding the Bismarck, N. D., 1,200 foot transition area.

AMENDMENTS 8/9/79 44 F. R. 34106 (Added)

Hibbing, Minn.
That airspace extending upward from 700 feet above the surface within an 11½-mile radius of Chisholm-Hibbing Airport (latitude 47°23'10" N., longitude 92°50'19" W.); within 5 miles each side of the Hibbing VORTAC 313° radial, extending from the 11½-mile radius area to 26 miles northwest of the VORTAC; within an 11-mile radius of Eveleth-Virginia Airport (latitude 47°25'55" N., longitude 92°30'03" W.); and within 9½ miles north and 4½ miles south of the Eveleth VOR 092° radial, extending from the 11-mile radius area to 18½ miles east of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 27-mile radius of the Hibbing VORTAC, extending from the Hibbing VORTAC 196° radial clockwise to the Hibbing VORTAC 340° radial; within a 13-mile radius of Hibbing VORTAC, extending from the Hibbing VORTAC 095° radial clockwise to the Hibbing VORTAC 196° radial; within 4½ miles northeast and 10 miles southwest of the Hibbing VORTAC 313° radial, extending from the 27-mile radius area to 33½ miles northwest of the VORTAC, excluding the portion which overlies the Duluth, Minn., transition area.

Hickory, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Hickory Municipal Airport (latitude 35°44'30"N., longitude 81°23'20"W.); within 5 miles each side of the ILS localizer northeast course, extending from the 8.5-mile radius area to 11.5 miles northeast of the airport.

Higgins, Tex.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Higgins Municipal Airport, Higgins, Tex., (lat. 36°06'20"N., long. 100°01'30"W.), and within 2 miles each side of the 207° radial of the Gage, Okla., VORTAC, extending from the 5.5-mile radius to 6.5 miles northeast of the airport.

Higginsville, Mo.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Higginsville Municipal Airport (latitude 39°04'20" N., longitude 93°40'39" W.); and within 3 miles either side of the 351° bearing from the airport, extending from the 5.5-mile radius to 8 miles north of the airport.

Highgate, Vt.
That airspace extending upward from 700 feet above the surface within an arc of a 5-mile radius circle centered on Franklin County State Airport, Highgate, Vt. (lat. 44°56'26"N., long. 73°05'54"W.) extending clockwise between the 305° and 050° bearings from the Franklin County State Airport; within an arc of a 7-mile radius circle centered on Franklin County State Airport, extending clockwise between the 050° and 305° bearings of Franklin County State Airport; within 6.5 miles northwest and 4 miles southeast of Plattsburgh, N. Y., VORTAC 060° radial extending from the radius area to the VORTAC, excluding that portion of the Plattsburgh, N. Y., 700-foot transition area.

Hillsboro, Ohio
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Highland County Airport (latitude 39°11'21" N., longitude 83°32'18" W.).

Hillsboro, Oreg.
That airspace extending upward from 700 feet above the surface witnin a 5-mile radius of the Hillsboro Airport (latitude 45°32'15" N., longitude 122°56'30" W.), and within 2 miles of each side of the Newberg, Oreg., VORTAC 007° and 187° radials, extending from the 5-mile radius area to 1 miles S of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 15 miles SE and 10 miles NW of the Newberg VORTAC 024° and 204° radials, extending from 12 miles NE to 27 miles SW of the VORTAC.

Hillsboro, Wis.
That airspace extending upward from 700 feet above the surface within a 8-mile radius of the Kickapoo Airport (latitude 43°39'24" N., longitude 90°19'41" W.).

Hillsdale, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Hillsdale, Mich., Airport (latitude 41°55'15" N., longitude 84°35'05" W.), and within 2 miles each side of the Litchfield, Mich., VORTAC 140° radial extending from the 5-mile radius area to 8 miles northwest of the airport.

Hilo, Hawaii
That airspace extending upward from 700 feet above the surface within the arc of an 8.5-mile radius circle centered on General Lyman Field, Hilo, Hawaii (lat. 19°43'15" N., long. 155°02'55" W.), extending clockwise from a line 2 miles southwest of and parallel to the Hilo VORTAC 321° radial to a line 2 miles south of and parallel to the Hilo VORTAC 099° radial.

Hilton Head Island, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Hilton Head Airport (latitude 32°13'20" N., longitude 80°41'55" W.), excluding the portion outside the continental limits of the United States.

Hobart, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Hobart Municipal Airport; within 5 miles W and 8 miles E of the Hobart VOR 003° and 183° radials, extending from 5 miles N to 12 miles S of the VOR; within an 8-mile radius of the Altus AFB; within 5 miles W and 8 miles E of the 360° and 180° bearings from latitude 34°33'53" N., longitude 99°16'24" W.; extending from 24 miles N to 12 miles S of lat. 34°33'53"N., long. 99°16'24"W. and within a 6-mile radius of the Tipton Municipal Airport excluding the portion which overlies the Frederick, Okla., transition area.

Hobbs, N. Mex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Lea County Airport (latitude 32°41'19" N., longitude 103°13'01" W.), within 3.5 miles each side of the Hobbs VORTAC 223° radial extending from the VORTAC to 11.5 miles SW, and within 5 miles each side of the Hobbs VORTAC 042° radial extending from the VORTAC to 21 miles NE.

Holdrege, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brewster Field (latitude 40°27'15" N., longitude 99°20'15" W.); and within 3 miles each side of the 011° bearing from Brewster Field, extending from the 5-mile radius area to 8 miles north of the airport.

Holland, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Park Township Airport (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.

Holly Springs, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Holly Springs-Marshall County Airport (lat. 34°48'12" N., long. 89°31'16" W.); within 2 miles each side of Holly Springs VORTAC 336° radial, extending from the 6.5-mile radius area to 11 miles northwest of the VORTAC.

Homer, Alaska
That airspace extending upward from 700 feet above the surface within a 11-mile radius of the Homer localizer antenna site (latitude 59°39'08" N., longitude 151°27'22" W.); and that airspace extending upward from 1,200 feet above the surface within a 30-mile radius of the Homer VORTAC extending from the 209° radial clockwise to the 252° radial.

Homer, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Homer Airport (lat. 40°01'35"N., long. 87°57'10"W.); and within 3 miles each side of the 151° bearing from the Homer Airport, extending from the 5-mile radius area to 8.5 miles southeast of the airport.
PENDING AMENDMENT
The Homer, Ill., transition area is revoked.

AMENDMENTS 1/24/80 44 F. R. 62883 (Revoked)

Homer, La.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Homer Municipal Airport (lat. 32°47'19"N., long. 93°00'13"W.) and within 3.5 miles each side of the Homer, La., Municipal Airport NDB (lat. 32°47'24"N., long. 93°00'02"W.) 296° bearing extending from the 6.5-mile radius area to a point 12.0 miles west of the NDB.

Homerville, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Homerville Airport (latitude 31°03'00" N., longitude 82°46'30" W.); within 3 miles each side of the 310° bearing from the Homerville RBN (latitude 31°03'17" N., longitude 82°46'16" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Honesdale, Pa.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 41°30'52"N., long. 75°15'10"W., of Cherry Ridge Airport, Honesdale, Pa., and within 5 miles each side of the Wilkes-Barre VORTAC 054° radial extending from the 6.5-mile radius area to 10 miles northeast of the Wilkes-Barre VORTAC.

Honolulu, Hawaii (Honolulu International Airport)
That airspace extending upward from 700 feet above the surface south and southeast of Honolulu beginning at lat. 21°20'30"N., long. 157°51'15"W., thence south to lat. 21°15'30"N., long. 157°49'15"W., thence east along the shoreline to and clockwise along the arc of a 15 NM radius circle centered on Honolulu International Airport (lat. 21°19'35"N., long. 157°55'45"W.) to lat. 21°08'40"N., long. 158°07'35"W., thence northwest to lat. 21°10'10"N., long. 158°11'55"W., thence northeast along a line 4.5 miles southeast of and parallel to the Honolulu VORTAC 242° radial to and counterclockwise along the arc of a 5-mile radius circle centered on NAS Barbers Point (lat. 21°18'35"N., long. 158°04'30"W.) to and counterclockwise along the arc of a 5-mile radius circle centered on Honolulu International Airport to the point of beginning, and within 3 miles northwest and 4.5 miles southeast of the Honolulu VORTAC 242° radial, extending from 13 miles to 14 miles southwest of the VORTAC.

Honolulu, Hawaii (Wheeler AFB)
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Honolulu VORTAC 358° radial extending from the arc of a 3-mile radius circle centered on Wheeler AFB (lat. 21°29'00"N., long. 158°02'30"W.) to the INT of the Honolulu, Hawaii, VORTAC 358° and the Koko Head, Hawaii, VORTAC 298° radials, and that airspace extending upward from 700 feet above the surface within 2 miles northwest of and parallel to the centerline of Runway 06 (068°38'40" true bearing) beginning at the 3-mile radius arc and extending northeast to intercept an arc of a 5-mile radius circle centered on Wheeler AFB (lat. 21°29'00"N., long. 158°02'30"W.) thence clockwise along the 5-mile arc to the Koko Head, Hawaii, VORTAC 305° radial; thence northwest along the Koko Head, Hawaii, VORTAC 305° radial to the arc of the 3-mile radius circle.

Hope, Ark.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hope Municipal Airport (latitude 33°43'06" N., longitude 93°39'30" W.); and within 2 miles each side of the Texarkana VORTAC 058° radial extending from the 6-mile radius area to 17 miles northeast of the Texarkana VORTAC.

Hopedale, Mass.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 42°06'25"N., 71°30'40"W., of the Hopedale Draper Airport, Hopedale, Mass., within 5 miles southeast and 6.5 miles northwest of the 060° radial from the Putnam VORTAC, 41°57'19"N., 71°50'41"W., extending from the 6-mile radius area to the Putnam VORTAC, excluding that portion that coincides with the Danielson, Conn., and the Southbridge, Mass., transition area.

Hopewell, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 37°18'00"N., long. 77°13'00"W., of Hopewell Airport, Hopewell, Va.

Hopkinsville, Ky.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Campbell AAF (lat. 36°40'23" N., long. 87°29'27" W.); within 3 miles each side of the 044° bearing from Campbell RBN, extending from the 8.5-mile radius area to 8.5 miles northeast of the RBN; within an 8.5-mile radius of Outlaw Field, Clarksville, Tenn. (lat. 36°37'15"N., long. 87°24'52"W.); within a 5-mile radius of Sabre Army Heliport, F. Campbell, Ky. (lat. 36°34'14"N., long. 87°28'50"W.).
PENDING AMENDMENT
The Hopkinsville, Ky., transition area is amended by adding the following: "within an 8-mile radius of the Hopkinsville-Christian County Airport (lat. 36°51'25"N., long. 87°27'25"W.)."

AMENDMENTS 1/24/80 44 F. R. 65391 (Changed)

Hoquiam, Wash.
That airspace extending upward from 700 feet above the surface east of Bowerman Field, bounded on the north by a line 2 miles north of and parallel to the Hoquiam VORTAC 068° radial, on the south by a line 2 miles south of and parallel to the Hoquiam VORTAC 088° radial, extending eastward between the arcs of 5- and 13-mile radius circles centered on Bowerman Field, (lat. 46°58'15" N., long. 123°56'05" W.); and that airspace extending upward from 1,200 feet above the surface within 6 miles north and 9 miles south of the Hoquiam VORTAC 081° and 261° radials, extending from 8 miles east to 19 miles west of the VORTAC, excluding that portion coinciding with W-237.

Hornell, N. Y.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 42°22'30" N., long. 77°40'45" W. of Hornell Municipal Airport, extending clockwise from a 319° bearing to a 352° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 352° bearing to a 028° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 028° bearing to a 074° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 096° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 096° bearing to a 131° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 131° bearing to a 157° bearing from the airport; within a 13-mile radius of the center of the airport, extending clockwise from a 157° bearing to a 252° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 252° bearing to a 290° bearing from the airport and within a 10.5-mile radius of the center of the airport, extending clockwise from a 290° bearing to a 319° bearing from the airport.

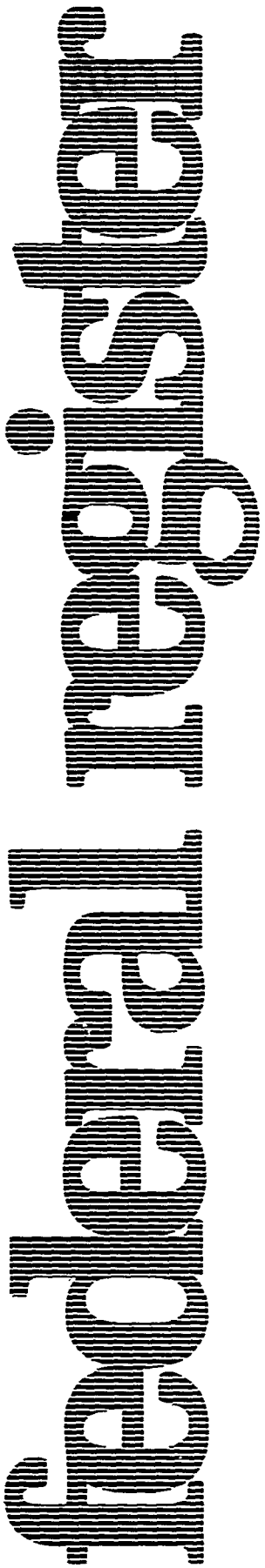
Hot Springs, Ark.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of Memorial Field (latitude 34°28'40" N., longitude 93°05'45" W.), and within 3.5 miles each side of the 248° bearing from the Hot Springs RBN extending from the 15-mile radius area to 11.5 miles west of the RBN.

Hot Springs, Va.
That airspace extending upward from 700 feet above the surface within a 9.5 mile radius of the center, lat. 37°57'04" N., long. 79°50'02" W. of Ingalls Field, Hot Springs, Va.

Houghton, Mich.
That airspace extending upward from 700 feet above the surface within an 18-mile radius of the Houghton VOR; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 020° bearing from the Calumet RBN, extending from the RBN to 18½ miles north of the RBN; within 4½ miles northeast and 10½ miles southwest of the Houghton ILS localizer northwest course, extending from the airport to 24½ miles northwest; within 4½ miles southeast and 9½ miles northwest of the Houghton VOR 060° radial extending from the VOR to 18½ miles northeast of the VOR; and within 4½ miles southwest and 9½ miles northeast of the Houghton ILS localizer southeast course extending from the airport to 23½ miles southeast.

Houlton, Maine
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the center, 46°07'25" N., 67°47'40" W., of Houlton International Airport, Houlton, Maine.
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.

1-2-80
Vol. 45—No. 1
BOOK 3:
PAGES
527-756



Book 3 of 3 Books
Wednesday, January 2, 1980

NOTE:
Due to a shortage of newsprint, today's Federal Register is printed on a higher quality paper. As supplies become available, the Federal Register will resume the use of newsprint.

Part II

Department of Transportation

Federal Aviation Administration

Airspace Designation; Compilation of Regulations

Houma, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Houma Municipal Airport (latitude 29°34'10" N., longitude 90°39'40" W.), within 2 miles each side of the Tibby VORTAC 123° radial extending from the 5-mile radius area to the VORTAC, within 2 miles each side of the Tibby VORTAC 124° radial extending from the 5-mile radius area to 27 miles SE of the VORTAC, and within 2 miles each side of a 360° bearing from the Houma RBN (latitude 29°37'01" N., longitude 90°39'39" W.) extending from the 5-mile radius area to 10 miles north of the RBN.

Houston, Tex.
That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 30°35'00" N., longitude 95°28'00" W.; thence to latitude 29°45'00" N., longitude 94°44'00" W.; thence to the intersection of the arc of a 5-mile radius circle centered on Scholes Field, Galveston, Tex. (latitude 29°15'55" N., longitude 94°41'35"W.), and latitude 29°16'00" N., at a point east of Scholes Field; thence clockwise along the arc of the 5-mile radius circle to latitude 29°16'00" N., at a point west of Scholes Field; thence to latitude 29°30'00" N., longitude 95°54'00" W.; to Latitude 30°26'00" N., longitude 95°42'00" W., to point of beginning and including within 3.5 miles each side of the 335° T (227°M) bearing from the Lakeside Airport NDB (latitude 29°50'52" N., longitude 95°41'19" W.) extending from the NDB to 11.5 miles northwest.

Howell, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Howell, Mich., Livingston County Airport (latitude 42°37'30" N., longitude 83°58'45" W.), and within 2 miles each side of the Salem, Mich., 308° radial extending from the 6-mile radius area to 7 miles southeast of the airport.

Hudson, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 42°17'35" N., long. 73°42'38" W. of Columbia County Airport, Hudson, N. Y.; within a 17-mile radius of the center of the airport extending clockwise from a 025° bearing to a 180° bearing from the airport; within 3.5 miles each side of a 194° bearing from the Philmont, N. Y., radio beacon (lat. 42°15'08" N., long. 73°43'24" W.), extending from the 8-mile radius area to 11.5 miles south of the RBN.

Hugo, Colo.
That airspace south and east of Hugo, Colo., VOR extending upward from 8500 feet MSL, bounded on the west by V-19, on the northwest by V-108 and V-169, on the north by V-4, on the northeast by V-17, on the southeast by V-216, and on the south by V-210, excluding the airspace within Federal airways, the Pueblo and Colorado Springs, Colo., transition areas and the State of Kansas.

Humboldt, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Humboldt Municipal Airport (lat. 40°09'50"N., long. 95°55'54"W.) and within 1.75 miles each side of the 099° radial of the Pawnee City VORTAC extending from the 5-mile radius to 7 miles west of the airport and within 4.75 miles each side of the 137° bearing from Humboldt Municipal Airport extending from the 5-mile radius to 9.5 miles southeast of the airport.

Humboldt, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Humboldt Municipal Airport (lat. 35°48'00" N., long. 88°52'00" W.); within 2.5 miles each side of the Dyersburg VORTAC 121° radial, extending from the 5-mile radius area to 23 miles southeast of the VORTAC.

Huntingburg, Ind.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Huntingburg Airport (lat. 38°15'00"N., long. 86°57'00"W.); and within 3 miles either side of a 091° bearing from the Huntingburg Airport extending from the 6.5-mile radius to 9 miles E of the airport; and within 3 miles either side of a 271° bearing from the Huntingburg Airport extending from the 6.5-mile radius to 9 miles W of the airport.

AMENDMENTS 11/29/79 44 F. R. 61941 (Rewritten)

Huntington, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Huntington Municipal Airport (latitude 40°51'15" N., longitude 85°27'50" W.), excluding the portion which overlies the Fort Wayne, Ind., 700-foot floor transition area.

Huntington, W. Va.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, lat. 38°22'00"N., long. 82°33'20"W., of Tri-State Airport (Walker-Long Field), Huntington, W. Va.; within 4.5 miles each side of the Tri-State Airport (Walker-Long Field) ILS localizer east course, extending from the 11-mile radius area to 6 miles east of the Shoals, W. Va., FM; and within 5 miles each side of the Tri-State (Walker-Long Field) ILS localizer west course, extending from the 11-mile radius area to 11.5 miles west of the OM.

Huntsville, Ala.
That airspace extending upward from 700 feet above the surface within a 15.5-mile radius of Redstone AAF (latitude 34°40'29" N., longitude 86°40'54" W.); within 3 miles each side of Huntsville ILS localizer north course, extending from the Capshaw RBN to 8.5 miles north of the RBN; within 3 miles each side of Huntsville ILS localizer south course, extending from the localizer to 14.5 miles south; within an 8.5-mile radius of Pryor Field (latitude 34°39'09" N., longitude 86°56'45" W.); within 3 miles each side of the Decatur VOR 197° radial, extending from the 8.5-mile radius area to 8.5 miles south of the VOR; within 9.5 miles west and 4.5 miles east of the Decatur VOR 351° radial, extending from the VOR to 18.5 miles north; within a 5-mile radius of Huntsville Airport North (lat. 34°51'25"N., long. 86°33'22"W.).

Huntsville, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Huntsville Municipal Airport (lat. 30°44'30" N., long. 95°35'30" W.), within 3 miles each side of the Leona VORTAC 139° radial extending from the 5-mile radius area to 27.5 miles southeast of the VORTAC, and within 3.5 miles each side of the 008° bearing from the Huntsville RBN (lat. 30°44'20" N., long. 95°35'17" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Huron, S. Dak.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Huron Regional Airport (latitude 44°23'03" N., longitude 98°13'39" W.); within 4½ miles northeast and 11 miles southwest of the Huron VORTAC 314° and 134° radials, extending from 5 miles southeast to 18½ miles northwest of the VORTAC; and within 5 miles each side of the Huron ILS localizer southeast course, extending from the 6½-mile radius area to 19½ miles southeast of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Huron VORTAC extending from a line 5 miles west of and parallel to the 343° radial clockwise to a line 5 miles north of and parallel to the 269° radial; and within 4½ miles southwest and 9½ miles northeast of the Huron localizer southeast course extending from 6 miles southeast of the OM to 29 miles southeast of the OM.

Hurtsboro, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sehoy Airport (lat. 32°13'12"N., long. 85°28'05"W.).

Hutchinson, Kans.
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Hutchinson Municipal Airport (latitude 38°03'56" N., longitude 97°51'37" W.); within 3½ miles each side of the Hutchinson VORTAC 222° radial, extending from the 8½ mile radius area to 8 miles southwest of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the Hutchinson ILS localizer northwest course, extending from the airport to 18½ miles northwest of the ILS outer marker.

Idabel, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Idabel Municipal Airport (lat. 33°54'23" N., long. 94°50'41" W.) and within 3.5 miles each side of the 349° bearing from the NDB (lat. 33°54'23" N., long. 94°50'45" W.) extending from the 5-mile radius area to a point 8 miles north of the NDB.

Ida Grove, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Ida Grove Municipal Airport (latitude 42°19'55" N., longitude 95°26'40" W.); and within 2 miles each side of the 117° bearing from Ida Grove Municipal Airport, extending from the 7-mile radius area to 8 miles east of the airport.

Idaho Falls, Idaho
That airspace extending upward from 700 feet above the surface within 10.5 miles northwest and 5 miles southeast of the Idaho Falls VOR 036° and 216° radials, extending from 25.5 miles northeast to 18.5 miles southwest of the VOR and within 6 miles northwest and 9 miles southeast of the 029° radial of the Pocatello VORTAC extending from 23 to 47 miles northeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the intersection of longitude 112°30'00" W., and the south edge of V-298, thence via the south edge of V-298 and V-328 to longitude 111°38'00" W., thence south via this longitude to the INT of an arc of a 23-mile radius circle centered on the Idaho Falls VOR, thence clockwise via the 23-mile radius arc to longitude 112°10'00" W., thence direct to latitude 43°20'30" N., longitude 112°45'30" W., thence direct latitude 43°32'00" N., longitude 112°35'00" W., thence to latitude 43°50'20" N., longitude 112°30'00" W., thence direct to point of beginning.

Iliamna, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Iliamna Airport (lat. 59°45'12"N., long. 154°54'54"W.); and within 2.5 miles each side of the 189° bearing from the Iliamna NDB, extending from the 5-mile radius area to 9.5 miles south of the NDB; and that airspace extending upward from 1,200 feet above the surface within 4.5 miles west and 9.5 miles east of the Iliamna NDB 189° bearing from the Iliamna NDB, extending from the NDB to 18.5 miles south of the NDB.

Illinois
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Illinois.

Independence, Kans.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Independence Municipal Airport (latitude 37°09'25" N., longitude 95°46'50" W.).

Indiana
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Indiana.

Indiana, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, (lat. 40°38'00" N., long. 79°06'15" W.) of Indiana County-Jimmy Stewart Field, Indiana, Pa., within 3.5 miles each side of the Indiana County-Jimmy Stewart Field ILS localizer east course, extending from the 7-mile radius area to 12 miles east of the OM (40°37'19"N., 78°58'43"W.), and within 4.5 miles each side of the 090° bearing from the Indiana RBN (lat. 40°37'54"N., long. 79°03'51"W.) extending from the 7-mile radius area to 11 miles east of the RBN.

Indianapolis, Ind.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Indianapolis Municipal (Weir-Cook) Airport (latitude 39°43'35" N., longitude 86°17'05" W.); within a 5½-mile radius of Bob Shank Airport (latitude 39°49'15" N., longitude 86°14'30" W.); within a 5½-mile radius of Eagle Creek Airpark (latitude 39°49'45" N., longitude 86°17'45" W.); and within 3 miles each side of the Indianapolis VORTAC 257° radial, extending from the 5½ and 9-mile radii to 8 miles west of the VORTAC.

Indianola, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Indianola Municipal Airport (lat. 33°29'05"N., long. 90°40'34"W.); within 3 miles each side of the 191° and 354° bearings from Indianola RBN (lat. 33°28'48"N., long. 90°40'34"W.), extending from the 6.5-mile radius area to 8.5 miles south and north of the RBN.

International Falls, Minn.
That airspace extending upward from 700 feet above the surface within 4½ miles northeast and 9½ miles southwest of the International Falls VORTAC 140° and 320° radials, extending from 6 miles southeast to 18½ miles northwest of the VORTAC; and within 4½ miles southwest and 9½ miles northeast of the International Falls VORTAC 129° and 309° radials extending from 6 miles northwest to 18½ miles southeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the International Falls VORTAC; and within 4½ miles southwest and 9½ miles northeast of the International Falls ILS southeast localizer course extending from the 20-mile radius area to 18½ miles southeast of the outer marker, excluding the portions outside the United States.

Intracoastal City, La.
That airspace extending upward from 700 feet above the surface within 3.5 miles either side of the White Lake, La., VORTAC 065° radial extending from 11 miles NE of the VORTAC to 23 miles NE of the VORTAC and within 5 miles either side of the 17.5-mile radius arc centered on the White Lake VORTAC extending clockwise between the 065° and 084° radials.

Iola, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Allen County Airport (lat. 37°52'22"N., long. 95°22'58"W.); and within 2 miles each side of the 019° bearing from the NDB facility (lat. 37°47'29"N., long. 95°24'53"W.); extending from the 5-mile radius to the NDB.

AMENDMENTS 11/29/79 44 F. R. 50821 (Added)

Ionia, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ionia County Airport (lat. 42°56'20"N., long. 85°04'15"W.); and within 3 miles each side of the 064° radial of the Grand Rapids, Mich., VOR, extending from the 5-mile radius area to 30 miles northeast of the VOR.

Iowa
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Iowa.

Iowa City, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Iowa City Municipal Airport (lat. 41°38'25"N., long. 91°32'50"W.), and within 2 miles each side of the Iowa City VOR 024° radial, extending from the 6-mile radius area to the VOR.

Ironwood, Mich.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Gogebic County Airport (latitude 46°31'32" N., longitude 90°07'54" W.); within 3 miles each side of the 272° radial, extending from the 13-mile radius to 15 miles west of the Ironwood VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 24-mile radius of the Ironwood VORTAC excluding the portion in the State of Wisconsin.

Iowa Falls, Iowa
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Iowa Falls Municipal Airport (lat. 42°28'10" N., long. 93°16'00" W.); and within 3 miles on each side of the 154° bearing from the airport reference point extending from the 6.5-mile radius 8.5 miles southeast of the airport.

Iron Mountain, Mich.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Iron Mountain VORTAC; within 6 miles west and 9½ miles east of the Iron Mountain ILS localizer south course extending from the 10-mile radius area to 24 miles south of the Ford Airport (latitude 45°48'57" N., longitude 88°06'56" W.); within 5 miles each side of the Iron Mountain ILS localizer north course extending from the 10-mile radius to 18 miles north of the airport.

Islip, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 40°47'50"N., 73°06'01"W., of Long Island MacArthur Airport, Islip, N. Y., and within 4.5 miles each side of the Long Island MacArthur Airport Runway 24 ILS localizer northeast course, extending from the OM to 5.5 miles northeast of the OM.

Ithaca, N. Y.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 42° 29'29" N., 76°27'30" W., of Tompkins County Airport, Ithaca, N. Y.; within a 10-mile radius of the center of the airport, extending clockwise from a 350° bearing to a 012° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from the 012° bearing to a 036° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 036° bearing to a 065° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 096° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 096° bearing to a 111° bearing from the airport; within a 14.5-mile radius of the center of the airport extending clockwise from a 111° bearing to a 131° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 131° bearing to a 152° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 152° bearing to a 216° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 216° bearing to a 243° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 243° bearing to a 288° bearing from the airport; within 4.5 miles southwest and 9.5 miles northeast of the Ithaca, N. Y., VORTAC 305° radial, extending from the VORTAC to 18.5 miles northwest of the VORTAC; within 5.0 miles each side of the Tompkins County Airport ILS localizer southeast course extending from the OM to 11.5 miles southeast of the OM.

Jacksboro, Tenn.
That airspace extending upward from 700 feet above the surface within a 17-mile radius of Campbell County Airport (latitude 36°20'03" N., longitude 84°09'46" W.).

Jackson, Mich.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the Jackson VOR.

Jackson, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jackson Municipal Airport (latitude 43°39'00" N., longitude 94°59'05" W.); and within 3 miles each side of the 327° bearing from Jackson Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport.

Jackson, Miss.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Allen C. Thompson Field (latitude 32°18'40" N., longitude 90°04'35" W.); within an 8-mile radius of Hawkins Field (latitude 32°20'10" N., longitude 90°13'15" W.); within 1.5 miles each side of the Jackson VORTAC 195° radial, extending from the 8-mile radius area to the VORTAC; within a 5.5-mile radius of Bruce Campbell Field (latitude 32°26'15" N., longitude 90°06'05" W.); within 1.5 miles each side of the Jackson VORTAC 142° radial, extending from the 5.5-mile radius area to the VORTAC; within 1.5 miles each side of Runway 17 extended centerline, extending from the 5.5-mile radius area to 5.5 miles north of the runway end; within 3 miles each side of the 007° bearing from the Bruce RBN (lat. 32°26'24" N., long. 90°06'24" W.), extending from the 5.5-mile radius area to 8.5 miles north of the RBN.

Jackson, Tenn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of McKellar Field (latitude 35°35'55" N., longitude 88°54'55" W.).

Jackson, Wyo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius circle centered on the Jackson's Hole Airport (latitude 43°36'24" N., longitude 110°44'13" W.), within 5.5 miles west and 9.5 miles east of the Jackson VOR 200° radial, extending from the VOR to 24.5 miles south; and within 2.5 miles each side of the Jackson VOR 020° radial extending from the VOR to 12 miles north of the VOR; and that airspace extending upward from 1200 feet above the surface within 8 miles west and 12 miles east of the Jackson VOR 020° radial extending from the VOR to 38.5 miles north of the VOR; within 5 miles each side of the Jackson VOR 107° radial extending from the VOR to 15 miles east of the VOR; and within 6 miles north and 9 miles south of the Dunoir, Wyo., VOR 102° and 282° radials extending from 8 miles east to 21 miles west of the Dunoir VOR.

Jacksonville, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Jacksonville International Airport (lat. 30°29'26" N., long. 81°41'19" W.); NAS Jacksonville (lat. 30°14'00" N., long. 81° 40'30" W.); NAS Cecil Field (lat. 30°13'00" N., long. 81°52'45" W.); Craig Municipal Airport (lat. 30°20'15" N., long. 81°31'00" W.), and NS Mayport (lat. 30°23'25" N., Long. 81°25'15" W.); within an 8.5-mile radius of OLF Whitehouse Field, Fla. (lat. 30°21'00" N., long. 81°52'00" W.

Jacksonville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jacksonville Municipal Airport (latitude 39°46'30" N., longitude 90°14'15" W.); within 3 miles each side of the 311° bearing from the airport, extending from the 5-mile radius area to 8 miles northwest of the airport; and within 3 miles each side of the 136° bearing from the airport, extending from the 5-mile radius area to 6 miles southeast of the airport.

Jacksonville, N. C.
That airspace extending upward from 700 feet above the surface within an 8.6-mile radius of New River MCAS (lat. 34°42'25"N., Long. 77°26'35"W.); within 2 miles each side of New River TACAN 236° radial, extending from the 8.5-mile radius area to 9.5 miles southwest of the TACAN; within an 8.5-mile radius of Albert J. Ellis Airport (lat. 34°49'49" N., long. 77°36'42" W.).

Jacksonville, Tex.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Cherokee County Airport (lat. 31°52'09"N., long. 95°13'22"W.) and within 3.5 miles each side of a 299° bearing from the Cherokee County NDB (lat. 31°52'12"N., long. 95°13'15"W.) extending from the 6.5-mile radius area to 11.5 miles northwest of the NDB.

Jamestown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center of Chautauqua County Airport, Jamestown, N. Y. (42°09'07" N., 79°15'26" W.); within 2 miles each side of the Jamestown VOR 071° and 251° radials, extending from the 7-mile radius area to 8 miles northeast of the VOR; and within 2 miles each side of a 053° bearing from the Jamestown, N. Y., RBN (42°11'02" N., 79°11'15" W.) extending from the 7-mile radius area to 8 miles northeast of the RBN; within 2 miles each side of the Jamestown, N. Y., ILS localizer northeast course extending from the 7-mile radius area to 8 miles northeast of the ILS OM.

Jamestown, N. Dak.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Jamestown Municipal Airport (latitude 46°55'55" N., longitude 98°40'40" W.); and within 3.5 miles each side of the Jamestown VORTAC 315° radial extending from the 10-mile radius area to 17.5 miles northwest of the Jamestown VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Jamestown VORTAC extending from the 328° radial clockwise to the 083° radial; within a 20-mile radius of the Jamestown VORTAC extending from the 083° radial clockwise to the 279° radial; within a 21-mile radius of the Jamestown VORTAC extending from the 279° radial clockwise to the 287° radial; within 9.5 miles southwest and 4.5 miles northeast of the Jamestown VORTAC 315° radial extending from the 19- and 21-mile radius areas to 25.5 miles northwest of the Jamestown VORTAC; and within 4.5 miles southwest and 9.5 miles northeast of the Jamestown VORTAC 136° radial extending from the 20-mile radius area to 25.5 miles southeast of the Jamestown VORTAC.

Jamestown, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Jamestown Municipal Airport (lat. 36°20'56"N., long. 84°56'47"W.).

Janesville, Wis.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Rock County Airport, Janesville, Wisconsin (latitude 42°37'12" N., longitude 89°02'28" W.), within a 6-mile radius of the Beloit, Wisconsin Airport (latitude 42°29'51" N., longitude 88°58'05" W.), and within a 5-mile radius of the Wagon Wheel Airport, Rockton, Illinois (latitude 42°26'15" N., longitude 89°04'21" W.).

Jasper, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Walker County Airport (lat. 33°51'55"N., long. 87°15'40"W.); within 4.5 miles each side of Vulcan VORTAC 303° radial, extending from the 6.5-mile radius area to 14 miles northwest of the VORTAC.

Jasper, Tenn.
That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of Marion County-Brown Field (latitude 35°03'35" N., longitude 85°35'05" W.); excluding the portion that coincides with the Chattanooga, Tenn., transition area.

Jasper, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (latitude 30°53'32" N., longitude 94°02'03" W.), within 3.5 miles each side of the 360° bearing from the Jasper RBN (latitude 30°57'16" N., longitude 94°02'00" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN, and within 3.5 miles each side of the 182° bearing from the Pine RBN (latitude 30°52'00" N., longitude 94°02'06" W.) extending from the 5-mile radius area to 11.5 miles south of the RBN.

Jefferson, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Jefferson Municipal Airport (latitude 42°00'36" N., longitude 94°20'31" W.); and within 3 miles each side of the 152° bearing from Jefferson Municipal Airport extending from the 5½-mile radius area to 8 miles southeast of the airport.

Jefferson City, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Jefferson City Memorial Airport (lat. 38°35'33"N., long. 92°09'39"W.) and within 4.5 miles south and 5 miles north of the 123° bearing from the Jefferson City RBN facility (lat. 38°33'20"N., long. 92°04'40"W.) extending from the 8-mile radius to 15.5 miles south/southeast of the Jefferson City RBN facility.

AMENDMENTS 4/19/79 44 F. R. 11533 (Rewritten)

Jennings, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jennings Airport (latitude 30°14'30" N., longitude 92°40'00" W.); within 2.5 miles each side of the Lake Charles VORTAC 075° radial extending from the 5-mile radius area to 20.5 miles east of the VORTAC and within 3 miles either side of the 321° bearing from the Jennings NDB (latitude 30°14'19" N., longitude 92°40'13" W.) extending from the 5-mile radius area to 8 miles northwest of the NDB.

Jesup, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Jesup-Wayne County Airport (latitude 31°33'18" N., longitude 81°52'54" W.); within 3 miles each side of the 286° bearing from Slover RBN (latitude 31°33'08" N., longitude 81°52'48" W.), extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Johnson City, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Johnson City Airport (latitude 30°15'05" N., longitude 98°37'21" W.); within a 5-mile radius of Shepherd Farm Airport (latitude 30°12'30" N., longitude 98°43'20" W.) and within 2.5 miles each side of the 175° bearing from the Johnson City RBN (latitude 30°12'32" N., longitude 98°37'05" W.) extending from the 7-mile radius area to 8 miles south of the RBN.

Johnstone Point, Alaska
That airspace extending upward from 700 feet above the surface within 4 miles north and 5 miles south of the Johnstone Point VORTAC 286° and the 106° radials, extending from 5 miles east to 23 miles west of the VORTAC; within a 35-mile radius of the Johnstone Point VORTAC, extending clockwise from the north edge of V-319 to the 332° radial of the VORTAC; and within 5 miles northeast of the Johnstone Point VORTAC 332° radial extending from the VORTAC to 23 miles northwest of the VORTAC.

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.

Johnston Island, Johnston Atoll
That airspace extending upward from 700 feet above the surface within a 10 NM radius of the Johnston Island (Apollo) NDB (lat. 16°44'00"N., long. 169°32'00"W.); and that airspace extending upward from 1200 feet above the surface within a 25 NM radius of the NDB.

Johnstown, Pa.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the center, lat. 40° 19'00" N., long. 78°50'00" W. of Johnstown-Cambria County Airport, Johnstown, Pa.

Jonesboro, La.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Jonesboro Municipal Airport, Jonesboro, La., (lat. 32°12'10"N., long. 92°44'10"W.) and within 3.5 miles each side of the 202° bearing from the Jonesboro NDB (lat. 32°12'10"N., long. 92°43'45"W.) extending from the 6.5-mile radius area to 12 miles south of the NDB.

AMENDMENTS 12/28/78 43 F. R. 50420 (Rewritten)

Jonestown, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Bar K Airpark (latitude 30°29'52" N., longitude 97°58'07" W.), and within 3 miles each side of the Austin, Tex., VORTAC 311° radial extending from the 5-mile radius to 28 miles northwest of the VORTAC.

Joplin, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Joplin Municipal Airport (latitude 37°09'05" N., longitude 94°29'55" W.).

Junction, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kimble County Airport (latitude 30°30'35" N., longitude 99°45'45" W.), within 5 miles northeast and 8 miles southwest of the Junction VORTAC 150° and 330° radials extending from the VORTAC to 12 miles northwest and 5 miles southeast of the VORTAC.

Juneau, Alaska
That airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Coghlan Island, Alaska, RBN, that airspace northwest of Juneau bounded on the east by A-15; on the northwest by a line from the Gustavus, Alaska, RBN to the Haines, Alaska, RBN, and on the southwest by a line 19 miles northeast of and parallel to the 145° and 325° bearings from the Gustavus, Alaska, RBN, and that airspace south of Juneau, extending from the 20-mile radius area, bounded on the northeast by A-15 and on the southwest by B-37, excluding the portion within the Gustavus, Alaska, transition area.

Juneau, Wis.
That airspace extending upward from 700 feet above the surface within 6½-mile radius of Dodge County Airport (latitude 43°25'30" N., longitude 88°42'00" W.); and within 3 miles each side of a 195° bearing from Dodge County Airport extending from the 6½-mile radius to 8 miles south of the airport; and within 3 miles each side of the 032° bearing from Dodge County Airport extending from the 6½-mile radius to 8 miles northeast of the airport.

Kaanapali, Hawaii
That area extending upward from 700 feet above the surface within a 5-mile radius of Kaanapali Airport (lat. 20°56'45"N., long. 156°41'35"W.), within 3 miles each side of the Molokai VORTAC 114°T radial extending from the 5-mile radius to 7.5 miles northwest of the airport.

Kahului, Hawaii
That airspace extending upward from 700 feet above the surface bounded on the southwest by a line 2 miles southwest of and parallel to the Maui VORTAC 331° radial, on the north by the arc of an 8.5-mile radius circle centered on the Kahului Airport (latitude 20°54'05" N., longitude 156°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.

Kaiser, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Linn Creek-Grand Glaize Memorial Airport (lat. 38°06'38"N., long. 92°40'50"W.), within a 9-mile radius of the Lee C. Fine Memorial Airport (lat. 38°05'44"N., long. 92°32'56"W.), within 3 miles each side of the 213° radial of the Sunshine VOR extending from the 9-mile radius area to 8 miles southwest of the VOR, and within 4.5 miles each side of the 133° radial of the Sunshine VOR extending from the 7-mile radius area to 9 miles southeast of the VOR.

AMENDMENTS 2/22/79 43 F. R. 54925 (Rewritten)

Kalispell, Mont.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Glacier Park International Airport (latitude 48°18'49" N., longitude 114°15'16" W.); within 5.5 miles each side of the 035° and 215° bearings from the Smith Lake NDB (latitude 48°06'26" N., longitude 114°27'37" W.); extending from the 8-mile radius area to 12 miles southwest of the NDB.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 47° 30'00"N., long. 113°30'00"W.; to lat. 48°30'00"N., long. 113°30'00"W.; to lat. 48°30'00"N., long. 115°00' 00"W.; to lat. 48°12'00"N., long. 115°00'00"W.; to lat. 48°12'00"N., long. 115°30'00"W.; to lat. 47°30'00"N., long. 115°30'00"W., to the point of beginning.

AMENDMENTS 12/28/78 43 F. R. 53419 (Changed)

Kaneohe, Hawaii.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 21°23'15" N., longitude 157°46'30" W., thence counterclockwise along the arc of a 5-mile radius circle centered on MCAS Kaneohe (latitude 21°27'30" N., longitude 157°46'30" W.) to latitude 21°29'25" N., longitude 157°50'45" W., thence to latitude 21°32'45" N., longitude 157°51'20" W., thence clockwise along the arc of an 8-mile radius circle centered on MCAS Kaneohe to latitude 21°23'00" N., longitude 157°41'00" W., thence to point of beginning, and within 2 miles on each side of the MCAS Kaneohe TACAN 351° radial, extending from the 8-mile radius area to 12 miles N of the TACAN.

Kankakee, Ill.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Greater Kankakee Airport (latitude 41°04'15" N., longitude 87°50'55" W.); within 2 miles each side of the Peotone, Ill., VORTAC 192° radial extending from the 6½-mile radius area to the VORTAC; within 3 miles each side of the 212° bearing from Greater Kankakee Airport, extending from the 6½-mile radius area to 8 miles southwest of the airport; within 3 miles each side of the 222° bearing from Greater Kankakee Airport extending from the 6½-mile radius area to 8 miles southwest of the airport; and within 3 miles each side of the 052° bearing from Greater Kankakee Airport, extending from the 6½-mile radius area to 8 miles northeast of the airport.

Kansas
That airspace extending upward from 1,200 feet above the surface within the State of Kansas.

Kansas City, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Kansas City Downtown Airport (lat. 39°07'20.7"N., long. 94°35'30"W.) within 4.5 miles each side of the Riverside VOR 212° radial extending from the 10-mile radius area to 12.5 miles southwest of the Downtown Airport, within a 9.5-mile radius of the Sherman AAF (lat. 39°22'15"N., long. 94°54'45"W.) within an 8.5-mile radius of the Kansas City International Airport (lat. 39°17'50.8"N., long. 94°42'54.6"W.) within 5 miles each side of the Runway 19 ILS localizer north course extending from the 8.5-mile radius area to 25 miles north of the Wyandotte LOM, within 5 miles each side of the Kansas City VORTAC 096° radial extending from the 8.5-mile radius area to 11.5 miles east of the VORTAC, and within 5 miles each side of the Runway 1 ILS localizer south course extending from the 8.5-mile radius area to 11 miles south of the Wyandotte LOM.

AMENDMENTS 2/22/79 43 F. R. 56020 (Rewritten)

Ke-ahole, Kona, Hawaii
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Ke-ahole Airport (latitude 19°44'35" N., longitude 156°03'00" W.), within 4.5 miles each side of the Kona VORTAC 179° radial, extending from the 8.5-mile radius area to 11 miles south of the VORTAC and within 4.5 miles each side of the Kona VORTAC 348° radial, extending from the 8.5-mile radius area to 17.5 miles north of the VORTAC.

Kearney, Nebr.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Kearney Municipal Airport (lat. 40°43'37"N., long. 99°00'04"W.).

AMENDMENTS 11/29/79 44 F. R. 50822 (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°13'00" W., to 42°55'00" N., 72°00'00" W., to 42°51'30" N., 71°54'00" W., to 42°28'00" N., 71°54'00" W., to 42°28'00" N., 72°27'00" W., to 42°22'00" N., 72°27'00" W., to 42°22'00" N., 72°35'00" W., to 42°28'00" N., 72° 35'00" W., to 42°28'00" N., 73°00'00" W., to 43°01'00" N., 73°00'00" W., to the point of beginning, excluding that portion within the Boston, Mass., Pittsfield, Mass., and Chicopee Falls, Mass., transition areas.

Kelso, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Kelso-Longview Airport (latitude 46°07'12" N., longitude 122°53'58" W.), within 9.5 miles west of and 4.5 miles east of the 012° bearing from the Kelso, Wash., NDB (latitude 46°09'14" N., longitude 122°54'40" W.), extending from the NDB to 18.5 miles north of the NDB; within 5 miles each side of the 336° bearing from the Kelso NDB extending from the NDB 22.8 miles northwest.

Kenai, Alaska
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Kenai Municipal Airport (latitude 60°34'21" N., longitude 115°14'44" W.), extending clockwise from the 048° to the 290° bearing from the airport.

Kenansville, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Duplin County Airport (lat. 35°00'00" N., long. 77°59'00" W.); within 3 miles each side of the 034° bearing from Kenan RBN (lat. 35°02'51" N., long. 77°56'45" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Kendallville, Ind.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Kendallville Municipal Airport (latitude 41°28'30" N., longitude 85°15'30" W.); within 2 miles each side of the 037° radial of the Wolflake VOR, extending from the 5½-mile radius area to 6 miles southwest of the airport.

Kenedy, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Karnes County Airport (latitude 28°49'30" N., longitude 97°51'55" W.) and within 5 miles each side of the Three Rivers VORTAC 038°T (029° M) radial extending from the 5-mile radius to 17 miles northeast of the Three Rivers VORTAC.

Kennett, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kennett Memorial Airport (lat. 36°13'50"N., long. 90°02'05"W.); and within 2 miles each side of the 346° radial of the Gosnell VOR extending from the 5-mile radius area to 13½ miles north of the VOR.

Kentland, Ind.
That airspace extending upward from 700' above the surface within a 5-mile radius of the Kentland Municipal Airport (lat. 40°45'27"N., long. 37°25'48"W.); and within 2 statute miles either side of the 306° radial of the Lafayette VORTAC, extending from the 5-mile radius area to 6 miles southeast of the airport.

Kenton, Ohio
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the center, lat. 40°36'48"N., long. 83°38'39"W. of Hardin County Airport, Kenton, Ohio.

Kentucky
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Kentucky.

Keokuk, Iowa
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Keokuk Municipal Airport (latitude 40° 27' 35" N., longitude 91° 25' 50" W.), within 2 miles each side of the 311° bearing from the Keokuk RBN (latitude 40° 27' 45" N., longitude 91° 26' 00" W.), extending from the 4-mile radius area to 8 miles NW of the RBN.

Kerrville, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Kerrville Municipal (Louis Schreiner Field) Airport (lat. 29°58'38"N., long. 99°05'13"W.).

AMENDMENTS 4/19/79 44 F. R. 12026 (Rewritten)

Ketchikan, Alaska
That airspace extending upward from 700 feet above the surface within 4.5 miles northeast and 9.5 miles southwest of the Ketchikan ILS localizer southeast and northwest course, extending from 8.5 miles southeast to 26 miles northwest of the Ketchikan localizer (lat. 55°20'52" N., long. 131°41'53" W.); and that airspace extending upward from 1,200 feet above the surface within 13 miles northwest and 8.5 miles southeast of the 247° and the 067° bearings from the Guard Island RBN, extending from 11 miles northeast to 24 miles southwest of the RBN; within 7 miles northeast and 17 miles southwest of the 150° and 330° bearing from the Guard Island RBN, extending from 12 miles southeast to 26.5 miles northwest of the RBN, excluding the portion within the Annette Island 700- and 1,200-foot floor transition area.

Kewanee, Ill.
That airspace extending upward from 700 feet above the surface within a five-mile radius of the Kewanee Airport (latitude 41°13'06"N., longitude 89°57'42"W.); and within three miles each side of the 218° bearing from the airport, extending from the five-mile radius area to eight miles southwest.

Key West, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Key West International Airport (lat. 24°33'22" N., long. 81°45'35" W.); within 4 miles each side of Key West VORTAC 309° radial, extending from the 8.5-mile radius area to 9.5 miles northwest of the VORTAC; within an 8.5-mile radius of Key West NAS (Boca Chica) (lat. 24°34'30" N., long. 81°41'15" W.).

Killeen, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Hood AAF (lat. 31°08'15"N., long. 97°42'50"W.); within a 7-mile radius of Robert Gray AAF (lat. 31°04'20"N., long. 97°49'45"W.); within 9.5 miles west and 5 miles east of the Hood VOR 352° and 172° radials extending from 2 miles north of the VOR to 12 miles south of the VOR; within 5 miles southeast and 9.5 miles northwest of the Hood VOR 219°T (210°M) radial extending from the VOR to 19 miles southwest of the VOR; within 3.5 miles each side of the 337° bearing from STARN RBN (lat. 31°10'03"N., long. 97°52'41"W.) extending from the 7-mile radius area to 11.5 miles north of the RBN; within a 5-mile radius of Killeen Municipal Airport (lat. 31°05'15"N., long. 97°41'00"W.), within 3.5 miles each side of the 197° bearing from the IRESH NDB (lat. 31°01'26"N., long. 97°42'28"W.), extending from the 5-mile radius to 11.5 miles southwest of the IRESH NDB.

AMENDMENTS 2/22/79 43 F. R. 60143 (Rewritten)

Kingman, Ariz.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Kingman Municipal Airport (latitude 35°15'31" N., longitude 113°56'20" W.); within 2 miles each side of the Kingman VOR 025° radial, extending from the 5-mile radius area to 7 miles NE of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles SE and 9 miles NW of the Kingman VOR 025° and 205° radials, extending from 38 miles NE to 13 miles SW of the VOR.

King Salmon, Alaska
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the King Salmon, Alaska, Airport (latitude 58°40'43" N., longitude 156°38'50" W.); that airspace extending upward from 1,200 feet above the surface within a 45-mile radius of the King Salmon, Alaska, airport; and that airspace extending upward from 14,500 feet MSL within a 172-mile radius of the King Salmon VORTAC, excluding the portions within the United States, Federal Airways, Control 1217, Control 1234, Control 1400, and Control 1401.

Kingstree, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Williamsburg County Airport (lat. 33°43'01" N., long. 79°51'26" W.); within 3 miles each side of the 307° bearing from Kingstree RBN (lat. 33°43'04" N., long. 79°51'23" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Kingsville, Tex.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of NAAS Kingsville (north) (latitude 27°30'10" N., longitude 97°48'25" W.), within a 7-mile radius of the Kleberg County Airport (latitude 27°33'01" N., longitude 98°01'39" W.), and within 2 miles each side of a 316° bearing from the Kleberg County RBN (latitude 27°36'20" N., longitude 98°05'22" W.) extending from the 7-mile radius area to 8 miles northwest of the RBN, excluding that portion which lies within the Alice, Tex., control zone.

Kinston, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of Stallings Field (latitude 35°19'40" N., longitude 77°36'55" W.); within 4.5 miles each side of the Kinston VORTAC 048° radial, extending from the 8.5-mile radius area to 10.5 miles northeast of the VORTAC.

Kirksville, Mo.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Clarence Cannon Memorial Airport (lat. 40°05'33"N., long. 92°32'41"W.), within 3 miles each side of the Kirksville, Mo., VORTAC 320° radial extending from the 6½-mile radius area to 8 miles northwest of the VORTAC, and within 5 miles each side of the 180° bearing from the Clarence Cannon Memorial Airport extending from the 6½-mile radius area to 13½ miles south of the airport.

AMENDMENTS 2/22/79 43 F. R. 56020 (Rewritten)

K. I. Sawyer AFB, Mich.
That airspace extending upward from 700 feet above the surface within an 8.5-statute (7.1-nautical) mile radius of the K. I. Sawyer Airport.

Klamath, Calif.
That airspace extending upward from 2,000 feet above the surface bounded on the north by V-122, on the east by V-23W and V-23, the south by V-195 and on the west by V-27, excluding the airspace within federal airways and Red Bluff, Arcata, Crescent City and Fort Jones, Calif., Transition Areas.

Klamath Falls, Oreg.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Klamath Falls VORTAC and within 5 miles east and 9.5 miles west of the Klamath Falls ILS localizer south course extending from the 15-mile radius area to 18.5 miles south of the Merrill RBN; that airspace extending upward from 1,200 feet above the surface between 15- and 25-mile radius circles centered on Klamath Falls VORTAC; that airspace extending upward from 7,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 095° radial to a line 5 miles east of and parallel to the VORTAC 165° radial, and within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 245° to the 295° radials; that airspace extending upward from 8,600 feet MSL within the area bounded by the arcs of 25- and 43-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from a line 5 miles east of and parallel to the VORTAC 165° radial to a line 11.5 miles west of and parallel to the VORTAC 181° radial; that airspace extending upward from 9,000 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC extending clockwise from the VORTAC 320° to the 095° radials; that airspace extending upward from 9,500 feet MSL within the area bounded by the arcs of 25- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from a line 11.5 miles west of and parallel to the VORTAC 181° radial to the 245° radial, and within the area bounded by the arcs of 25- and 28-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials; and that airspace extending from 11,000 feet MSL within the area bounded by the arcs of 28- and 40-mile radius circles centered on the Klamath Falls VORTAC, extending clockwise from the VORTAC 295° to the 320° radials.

Knob Noster, Mo. (Whiteman AFB)
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Whiteman AFB (lat. 38°43'50"N., long. 93°33'00"W.); within 2 miles each side of Whiteman AFB ILS localizer south course, extending from the 8-mile radius area to 8 miles south of the OM.

Knoxville, Iowa
That airspace extending upward from 700 feet above the surface within a five (5)-mile radius of Knoxville Municipal Airport (latitude 41°18'00" N., longitude 93°06'40" W.) and within three (3) miles each side of the 342° bearing from Knoxville Municipal Airport extending from the five (5)-mile radius area to eight (8) miles northwest of the airport, and within three (3) miles each side of the 146° bearing from the Knoxville Municipal Airport extending from the five (5)-mile radius area to eight (8) miles southeast of the airport.

Knoxville, Tenn.
That airspace extending upward from 700 feet above the surface beginning at the intersection of the arc of an 11.5-mile radius circle centered on McGhee-Tyson Airport (latitude 35°48'40" N., longitude 83°59'35" W.) and a line 3 miles northwest of and parallel to Knoxville VORTAC 040° radial, to and northeast along this line, to and southeast along a line 8.5 miles northeast of and perpendicular to Knoxville VORTAC 040° radial, to and southwest along a line 3 miles southeast of and parallel to Knoxville VORTAC 040° radial, to and clockwise along the arc of an 11.5-mile radius circle centered on McGhee-Tyson Airport, to and east along the Knoxville VORTAC 100° radial, to and clockwise along the arc of a 25.5-mile radius circle centered on McGhee-Tyson Airport, to and north along the west boundary of V-97, to and southwest along a line 4.5 miles southeast of and parallel to Knoxville ILS localizer southwest course, to and northwest along a line 18.5 miles southwest of and perpendicular to Knoxville ILS localizer southwest course, to and northeast along a line 9.5 miles northeast of and parallel to Knoxville ILS localizer southwest course, to and clockwise along the arc of an 11.5-mile radius circle centered on McGhee-Tyson Airport, to point of beginning; within a 15-mile radius of Sevier-Gatlinburg Airport (lat. 35°51'25" N., long. 83°31'44" W.); within an 8-mile radius of Knoxville Downtown Island Airport (latitude 35°57'45" N., longitude 83°52'30" W.); within a 6.5-mile radius of Monroe County Airport, Madisonville, Tenn., (latitude 35°32'45" N., longitude 84°22'47" W.); excluding the portion within the Athens and Morristown, Tenn., transition areas.

Kodiak, Alaska
That airspace extending upward from 1,200 feet above the surface within a 29-mile radius of the Kodiak Airport (latitude 57°45'02" N., longitude 152°29'19" W.), and within a 35-mile radius of the Kodiak Airport, extending clockwise from the 029° to the 085° bearing from the airport.

Kokomo, Ind.
That airspace extending upward from 700 feet above the surface within an 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 localizor 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.

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.

Kotzebue, Alaska
That airspace extending upward from 700 feet above the surface within a 19-mile radius of the Kotzebue VORTAC; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Kotzebue VORTAC 103° radial extending from the VORTAC to 43 miles east of the VORTAC; that airspace extending upward from 5,500 feet MSL within 5 miles each side of the Kotzebue VORTAC 103° radial extending from a point 43 miles east of the VORTAC to 59 miles east, and that airspace extending upward from 7,500 feet MSL within 5 miles each side of the Kotzebue 103° radial at 59 miles east of the VORTAC widening to 8.5 miles each side of the 103° radial at 111 miles east of the Kotzebue VORTAC.

Kountze-Silsbee, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hardin County Airport (lat. 30°20'13"N., long. 94°15'34"W.) and within 3.5 miles either side of the 327° bearing from the Hardin County NDB (lat. 30°20'14"N., long. 94°15'36"W.) extending from the 5-mile radius to 8.5 miles northwest of the NDB.

AMENDMENTS 2/22/79 43 F. R. 60142 (Added)

Kwajalein Island, Marshall Islands
That airspace extending upward from 700 feet above the surface within a 12-nmi radius of the Kwajalein TACAN; and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of the Kwajalein TACAN.
This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The date and time will thereafter be continuously published in the Pacific Chart Supplement.

Lacon, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marshall County Airport (latitude 41°01'12" N., longitude 89°23'08" W.); and within 2 miles each side of the Bradford VORTAC 133° radial extending from the 5-mile radius area to 6.5 miles northwest of the airport.

Laconia, N. H.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 43°34'25"N., 71°25'22"W., of Laconia Municipal Airport, Laconia, N. H.; and within 6.5 miles northwest and 4.5 miles southeast of the 247° bearing and the 067° bearing from the Belmont NDB, 43°32'09"N., 71°32'09"W., extending from 11.5 miles southwest of the NDB to 5.5 miles northeast of the NDB.

La Crosse, Wis.
That airspace extending upward from 700 feet above the surface within a 19-mile radius of the La Crosse Municipal Airport (latitude 43°52'38" N., longitude 91°15'21" W.).

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 VORTAC extending from the 7½-mile radius area to the Lafayette VORTAC; within a 5½-mile radius of Halsmer Airport (latitude 40°23'40" N., longitude 86°48'25" W.).

Lafayette, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lafayette Airport (lat. 30°12'00"N., long. 91°59'40"W.); within 1.5 miles each side of the Lafayette ILS localizer north course extending from the OM to the 5-mile radius area; within 2 miles each side of the 276° bearing from the Lake Martin RBN (lat. 30°11'35"N., long. 91°52'58"W.), extending from the RBN to the 5-mile radius area; within 2 miles each side of the Lafayette VORTAC 139° radial extending from the 5-mile radius area of the Lafayette Airport to the 5-mile radius area of the Acadiana Regional Airport (lat. 30°02'15"N., long. 91°53'00"W.), within a 5-mile radius of the Acadiana Regional Airport; within 3 miles each side of the 348° and 168° bearings from the Acadiana NDB (lat. 29°57'21"N., long. 91°51'45"W.), extending from the 5-mile radius area of the Acadiana Airport to 8 miles south of the Acadiana NDB; within 3 miles each side of the Lafayette VORTAC 145° radial extending from the 5-mile radius area of Acadiana to 17.5 miles from the Lafayette VORTAC; within 2 miles each side of the Lafayette VORTAC 171° radial extending from the 5-mile radius area of the Lafayette Airport to 8 miles south of the VORTAC; within 2 miles each side of the Lafayette VORTAC 206° radial extending from the VORTAC to the 5-mile radius area of the Abbeville Municipal Airport (lat. 29°58'19"N., long. 92°05'06"W.); within a 5-mile radius of the Abbeville Municipal Airport; within 2.5 miles each side of the Lafayette LOM 208° bearing extending from the 5-mile radius area of the Lafayette Airport to a point 1.5 miles southwest of the 5-mile radius area.

La Grande, Oreg.
That airspace extending upward from 700 feet above the surface bounded on the north by a line beginning at lat. 45°39'N., long. 118°02'W., extending eastwardly to lat. 45°37'N., long. 117°44'30"W., on the east by a line extending to lat. 45°15'30"N., long. 117°49'W., on the south by a line extending to lat. 45°17'30"N., long. 118°07'W., on the west by line extending to point of beginning; within a 5-mile radius of the La Grande Municipal Airport (lat. 45°17'22"N., long. 118°00'18"W.).

La Grange, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Callaway Airport (lat. 33°00'30" N., long. 85°04'20" W.); within 1.5 miles each side of La Grange VORTAC 110° radial, extending from the 6-mile radius area to the VORTAC.

La Grange, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Rocky Creek Ranch Airport (latitude 29°55'30" N., longitude 96°48'12" W.) and within 2 miles each side of the Industry VOR 262° radial extending from the 5-mile radius area to the VOR.

La Junta, Colo.
That airspace extending upward from 700 feet above the surface bounded on the north by the south edge of V-244, on the south by a line 9.5 miles south of and parallel to the 091° and 271° bearings from the La Junta, Colo., RBN (latitude 38°02'54" N., longitude 103°37'14" W.), extending from 12 miles east to 18.5 miles west of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-244, on the east by the west boundary of the 700-foot portion of the transition area, on the south by the north edge of V-210, on the southwest by the northeast edge of V-81, excluding the airspace within the Pueblo, Colo., transition area.

Lake Charles, La.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of East Lake Charles Airport (latitude 30°13'25" N., longitude 93°08'55" W.), within 2 miles each side of the Lake Charles VORTAC 339° radial extending from the 4-mile radius area to the VORTAC, and within 2 miles each side of the Lake Charles ILS localizer NW course extending from the OM to 8 miles NW of the OM, and within a 4-mile radius of McFillen Airpark (lat. 30°08'10"N., long. 93°10'58"W.).

Lake City, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Lake City Municipal Airport (lat. 30°10'45" N., long. 82°34'45" W.).

Lake Geneva, Wis.
That airspace extending upward from 700 feet above the surface within an 8-statute mile radius of the Playboy Airport (latitude 42°36'53" N., longitude 88°23'27" W.).

Lake Havasu, Ariz.
That airspace extending upward from 700 feet above the surface within 7 miles east and 5.5 miles west of the Needles, Calif., VORTAC 163° radial, extending from 17 to 27 miles south of the VORTAC, and that airspace extending upward from 1,200 feet above the surface within 7 miles east and 5.5 miles west of the Needles VORTAC 163° radial extending from the VORTAC to 17 miles south of the VORTAC.

Lake Jackson, Tex.
That airspace extending upward from 700 feet above the surface within a 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 8.5-mile radius of Lakeland Municipal Airport (lat. 27°59'15" N., long. 82°00'55" W.); within a 7-mile radius of Bartow Municipal Airport (lat. 27°57'00" N., long. 81°47'00" W.); within a 5-mile radius of Plant City Municipal Airport (lat. 28°00'00"N., long. 82°09'40"W.); within a 6.5-mile radius of Winter Haven's Gilbert Airport (lat. 28°03'40"N., long. 81°45'15"W.); within 2.5 miles each side of Lakeland VORTAC 071° radial, extending from the 6.5-mile radius area to the Lakeland Municipal Airport 8.5-mile radius area.

Lake Providence, La.
That airspace extending upward from 700 feet above the surface within a 5-statute mile radius of Byerley Airport, Lake Providence, La. (latitude 32°49'45" N., longitude 91°11'00" W.); and within 3.5 miles each side of the 008° bearing from the Lake Providence NDB (latitude 32°49'50" N., longitude 91°11'24" W.), extending from the 5-mile radius area to 11.5-statute miles north of the NDB.

Lakeview, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lake County-Lakeview Airport (latitude 42°09'35" N., longitude 120°24'15" W.), and within 2 miles each side of the 180° bearing from the Lakeview RBN (latitude 42°09'15" 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.

Lake Village, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lake Village Airport (lat. 33°20'42" N., long. 91°18'57" W.).

Lake Wales, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Lake Wales Municipal Airport (lat. 27°53'39"N., long. 81°37'12"W.) excluding that portion within the Lakeland, Fla., transition area.

AMENDMENTS 6/14/79 44 F. R. 26736 (Added)

Lamar, Colo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Lamar Airport (latitude 38°04'10" N., longitude 102°41'25" W.) and within 3.5 miles each side of the Lamar VOR 001° radial, extending from the 6-mile radius area to 10 miles north of the VOR; that airspace extending upward from 1,200' above the surface within 6 miles east and 9.5 miles west of the Lamar 001° and 181° radials extending from 18.5 miles north to 8 miles south of the VOR.

Lamesa, Tex.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Lamesa, Tex., Municipal Airport (lat. 32°45'00"N., long. 101°55'00"W.).

Lampasas, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lampasas Airport (lat. 31°06'27"N., long. 98°11'45"W.), and within 1.5 miles either side of the 211° radial from the Lampasas VORTAC (lat. 31°11'04"N., Long. 98°08'28"W.), extending from the 5-mile radius to 6 miles north of the Lampasas Airport.

Lanai, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lanai Airport (latitude 20°47'30" N., longitude 156°57'00" W.).

Lancaster, Pa.
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the center, 40°07'16" N., 76°17'47" W. of Lancaster Airport, Lancaster, Pa.; within 3 miles each side of the Lancaster VORTAC 260° radial, extending from the 7.5-mile radius area to 8.5 miles west of the VORTAC; within 9.5 miles northeast and 4.5 miles southwest of the Lancaster VORTAC 128° radial, extending from the VORTAC to 18.5 miles southeast of the VORTAC; within 3.5 miles each side of the Lancaster Airport ILS southwest localizer course, extending from the 7.5-mile radius area to 10.5 miles southwest of the OM; within 5 miles each side of the Lancaster VORTAC 055° radial, extending from the 7.5-mile radius area to 16.5 miles northeast of the VORTAC.

Lancaster, S.C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lancaster County Airport (lat. 34°43'22"N., long. 80°51'18"W.); within 3 miles each side of the 063° bearing from the Lancaster RBN (lat. 34°43'10"N., long. 80°51'24"W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Land O'Lakes, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of King's Land O'Lakes Municipal Airport (latitude 46°09'15" N., longitude 89°12'31" W.); and within 9½ miles southwest and 4½ miles northeast of the 312° and 132° bearings from the King's Land O'Lakes Municipal Airport extending from the 5-mile radius area to 18½ miles northwest of the airport to 6 miles southeast of the airport.

Lansing, Ill.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Chicago-Hammond Airport (latitude 41°32'20" N., longitude 87°32'05" W.); and within 3½ miles each side of the 228° radial of the Chicago Heights, Ill. VORTAC extending from the 5½-mile radius area to 11½ miles southwest of the VORTAC excluding the airspace within the Chicago, Ill., and Griffith, Ind., transition areas.

Lansing, Mich.
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of Capital City Airport (latitude 42°46'40" N., longitude 84°35'20" W.); within 3 miles each side of the Lansing ILS localizer east course, extending from the 8½-mile radius area to 14 miles east of the OM; and within 3 miles each side of the Lansing ILS localizer west course, extending from the 8½-mile radius area to 14 miles west of the OM.

Lapeer, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dupont-Lapeer Airport (latitude 43°04'10" N., longitude 83°16'15" W.); and within 2 miles each side of the Flint, Mich., VORTAC 074° radial extending from the 5-mile radius area to 18 miles east of the VORTAC.

LaPorte, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the LaPorte Municipal Airport (latitude 41°34'21" N., longitude 86°44'02" W.); within 2 miles either side of the 165° bearing from the LaPorte Airport extending from the 5-mile radius area to 9 miles south of the airport, excluding that portion which overlies the Michigan City, Ind., transition area.

La Pryor, Tex. (Chaparrosa Ranch Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Chaparrosa Ranch Airport (latitude 28°52'45" N., longitude 99°59'25" W.) and within 3.5 miles each side of a 330° bearing from the (Chaparrosa Ranch) RBN (latitude 28°54'35" N., longitude 100°00'19" W.) extending from the radio beacon to a point 11.5 miles northwest of the radio beacon.

La Pryor, Tex. (La Paloma Ranch Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of La Paloma Ranch Airport (latitude 28°53'30" N., longitude 99°51'09" W.) and within 3.5 miles each side of the 002° bearing from the La Pryor, Tex., NDB (latitude 28°55'47" N., longitude 99°51'16" W.) extending from the 5-mile radius area to 11.5 miles north of the La Pryor, Tex., NDB.

Laramie, Wyo.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of General Brees Field, Laramie, Wyoming (lat. 41°18'50" N., long. 105°40'25" W.); within 5.5 miles south and 9.5 miles north of the Laramie, Wyoming VORTAC 301° radial extending from the 9-mile radius area to 18.5 miles northwest of the VORTAC and within 5 miles each side of the Laramie VORTAC 126° radial extending from the 9-mile radius area to 21 miles southeast of the VORTAC.

Laredo, Tex.
That airspace extending upward from 700 feet above the surface within 5 miles each side of the Laredo VORTAC 328° radial extending from the Laredo VORTAC to 22.5 miles northwest; within 3.5 miles each side of the Laredo ILS localizer northwest course extending from the localizer site (latitude 27°36'12" N., longitude 99°30'50.2" W.) to 19 miles northwest; within 5 miles each side of the Laredo VORTAC 141° radial extending from the Laredo VORTAC to 12 miles southeast; within a 5-mile radius of the Link Ranch Airport (latitude 27°25'32" N., longitude 99°28'21" W.), excluding those portions outside the United States.

Laredo, Tex. (Laredo Auxiliary No. 2 Airport)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Laredo Auxiliary No. 2 Airport (latitude 27°28'00" N., longitude 99°13'45" W.) and within 2.5 miles each side of the Laredo, Tex., VORTAC 091° radial extending from the 5-mile radius area to 18.5 miles east of the VORTAC.

Larned, Kans.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Larned, Kans., NDB located at lat. 38°12'16"N., long. 99°05'17"W., and within 3 miles either side of the 276° bearing from the NDB, extending from the 5.5-mile radius to 8 miles west of the NDB, and within 3 miles either side of the 001° bearing from the NDB extending from the 5.5-mile radius to 8 miles north of the NDB.

AMENDMENTS 12/28/78 43 F. R. 45344 (Rewritten)

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.

Las Vegas, Nev.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 36°11'00" N., longitude 115°28'00" W., to latitude 36°11'00" N., longitude 115°11'00" W., to latitude 36°24'00" N., longitude 115°00'00" W., to latitude 36°18'00" N., longitude 114°51'00" W., to latitude 36°00'00" N., longitude 114°50'00" W., to latitude 35°52'00" N., longitude 115°11'00" W., to latitude 35°52'00" N., longitude 115°28'00" W., thence to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°16'00" N., longitude 115°55'00" W., to latitude 36°58'00" N., longitude 115°55'00" W., to latitude 36°58'00" N., longitude 114°41'00" W., to latitude 36°58'00" N., longitude 114°07'00" W., to latitude 36°47'00" N., longitude 113°59'00" W., to latitude 36°44'00" N., longitude 114°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; that airspace extending upward from 7,700 feet MSL beginning at lat. 36°51'00"N., long. 116°33'30"W., to lat. 36°51'00"N., long. 116°08'00"W., to lat. 37°00'00"N., long. 116°08'00"W., to lat. 37°00'00"N., long. 115°23'00"W., to lat. 36°58'00"N., long. 115°23'00"W., to lat. 36°58'00"N., long. 115°55'00"W., to lat. 36°41'00"N., long. 115°55'00"W., to lat. 36°41'00"N., long. 116°26'30"W., to lat. 36°46'00"N., long. 116°26'30"W., thence to point of beginning and that airspace extending upward from 9,700 feet MSL beginning at lat. 36°51'00"N., long. 116°33'30"W., thence via lat. 36°51'00"N., to the northeast boundary of V-135, thence north along the northeast/east boundaries of V-135 to the south boundary of V-244, thence east via the south boundary of V-244 and V-293 to the northwest boundary of V-21, thence southwest via the boundary of V-21 to lat. 36°58'00"N., thence via lat. 36°58'00"N., to long. 115°23'00"W., to lat. 37°00'00"N., long. 115°23'00"W., to lat. 37°00'00"N., long. 116°08'00"W., to lat. 36°51'00"N., long. 116°08'00"W., thence to point of beginning.

AMENDMENTS 6/14/79 44 F. R. 27979 (Changed)

Las Vegas, N. Mex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Las Vegas Municipal Airport (lat. 35°39'20" N., long. 105°08'30" W.), and within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 025° radial, extending beyond the 9-mile radius area to 11.5 miles northeast of the VORTAC; and within 3.5 miles each side of the Las Vegas, N. Mex., VORTAC 220° radial, extending beyond the 9-mile radius area to 11.5 miles southwest of the VORTAC.

Latrobe, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 40°16'39"N., long. 79°24'14"W., of Westmoreland County Airport, Latrobe, Pa.; within the arc of an 8.5-mile radius circle centered on Westmoreland County Airport, extending clockwise from a 270° bearing from the center of the airport to a 360° bearing from the center of the airport; within 2 miles each side of the 226° bearing from the BENJE RBN lat. 40°22'32"N., long. 79°16'19"W., extending from the 5-mile radius area to the RBN; within 4 miles each side of the 046° bearing from the BENJE RBN, extending from the RBN to 11.5 miles northeast of the RBN; within 5 miles each side of the 213° bearing from the BENJE RBN, extending from the RBN to 3 miles southwest of the RBN; within 2 miles each side of the Westmoreland County Airport localizer southwest course extending from the 5-mile radius area to 17 miles southwest of the BENJE RBN and within 3.5 miles each side of the Westmoreland County Airport localizer southwest course, extending from 17 miles southwest of the BENJE RBN to 27 miles southwest of the RBN.

AMENDMENTS 10/4/79 44 F. R. 50823 (Changed)

Laurel, Miss.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hesler-Noble Field (lat. 31°40'10"N., long. 89°10'20"W.); within 3 miles each side of the 315° bearing from Tallahala RBN (lat. 31°41'16" N., long. 89°11'26" W.), extending from the 7-mile radius area to 8.5 miles northwest of the RBN; within 3 miles each side of Laurel VOR 325° radial, extending from the 7-mile radius area to 8.5 miles northwest of the VOR.

Laurens, S. C

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Laurens Municipal Airport (lat. 34°30'15" N., Long. 81°57'00" W.); within 3 miles each side of the 244° bearing from Laurens RBN (lat. 34°30'29" N., Long. 81°57'00" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Laurinburg, N. C.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Laurinburg-Maxton Airport (latitude 34°47'25" N., longitude 79°21'55" W.); within 3 miles each side of Sandhills VORTAC 157° radial, extending from the 8.5-mile radius area to 20 miles southeast of the VORTAC; within 3 miles each side of the 226° bearing from Rocky Ford RBN (latitude 34°45'28" N., longitude 79°24'40" W.), extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN.

Lawrence, Kans.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lawrence Municipal Airport (latitude 39°00'30" N., longitude 95°13'00" W.); within 2 miles each side of the Topeka, Kans., VORTAC 116° radial, extending from the 5-mile radius area to 13 miles southeast of the VORTAC; and within 3 miles each side of the 318° bearing from Lawrence Municipal Airport, extending from the 5-mile radius to 8 miles northwest of the airport.

Lawrenceburg, Tenn.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawrenceburg Municipal Airport (lat. 35°14'00" N., long. 87°15'30" W.); within 9.5 miles east and 4.5 miles east of the 349° bearing from the Lawrenceburg RBN (lat. 35°15'51" N., long. 87°15'56" W.), extending from the RBN to 18.5 miles north; excluding the portion within the Mount Pleasant transition area.

Lawrenceville, Ga.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Gwinnett County Airport (latitude 33°58'53" N., longitude 83°57'50" W.); within 1.5 miles each side of Norcross VORTAC 077° radial, extending from the 6-mile radius area to 3 miles east of the VORTAC.

Lawrenceville, Va.

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 36°46'20"N., long. 77°47'45"W., of Lawrenceville Municipal Airport, Lawrenceville, Va., and within 1.5 miles each side of the Lawrenceville VORTAC 117° radial, extending from the 5.5-mile radius area to the VORTAC.

Lawton, Okla.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawton Municipal Airport (latitude 34°34'15" N., longitude 98°24'55" W.); within 8 miles W and 5 miles E of the Lawton VOR 357° and 177° radials, extending from 5 miles N to 7 miles S of the VOR; within 10 miles W and 5 miles E of the Lawton VOR 177° radial extending from 7 miles S to 17 miles S of the VOR and within 2 miles each side of the 180° bearing from the Fort Sill RBN extending from the 7-mile radius area to the RBN and excluding that portion within the confines of the Wichita Falls, Tex., transition area.

Lebanon, Mo.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lebanon, Mo., airport located at latitude 37°38'56" N., longitude 92°39'06" W., and within 3 miles either side of the 177° bearing of the Lebanon Airport extending from 5 miles to 8.5 miles.

Lebanon, N. H.

That airspace extending upward from 700 feet above the surface, within an arc of a 23.5-mile radius circle centered on the Lebanon, NH., Regional Airport (lat. 43°37'41" N., long. 72°18'21" W.) extending clockwise between the 034° and 134° bearings from the Lebanon Airport; within an arc of an 18-mile radius circle centered on the Lebanon Airport extending clockwise between the 134° and 231° bearings from the Lebanon Airport; within an arc of a 23.5-mile radius circle centered on the Lebanon Airport extending clockwise between the 231° and 300° bearings from the Lebanon Airport; within an arc of a 19.5-mile radius circle centered on the Lebanon Airport extending clockwise between the 300° and 034° bearings from the Lebanon Airport.

That airspace extending upward from 1,200 feet above the surface bound 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 44°08'00" N., 72°18'00" W., to 44°06'00" N., 70°37'00" W., to 43°45'00" N., 71°09'00" 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, excluding those portions that coincide with the Whitefield, N. H., North Conway, N. H., and Burlington, Vt., 1200-foot transition areas.

Lebanon, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Lebanon-Warren County Airport (lat. 39°27'30"N., long. 84°15'15"W.) excluding the portions which overlie the Dayton, Ohio. and Middletown. Ohio. transition areas.

Lee's Summit. Mo.
That airspace extending upward from 700 feet above the surface within a 5 statute mile radius of the McComas Airport (lat. 38°57'50"N., long. 94°22'25"W.), excluding those portions which overlie the Grandview, Mo., and Grain Valley. Mo.. 700-foot transition areas.

Leeville, La.
That airspace extending upward from 700 feet above the surface within 3.5 miles either side of the Leeville, La., VORTAC 275° radial extending from the VORTAC to 14 miles west of the VORTAC.

LeMars, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of LeMars Municipal Airport (latitude 42°46'36" N., longitude 96°11'37" W.); and within 3 miles each side of the 358° bearing from LeMars Municipal Airport, extending from the 7-mile radius area to 8 miles north of the airport.

Lemoore, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the NAS Lemoore TACAN, and within 5 miles each side of a 156° bearing from the NAS Lemoore RBN extending from the 10-mile radius area to 13.0 miles southeast of the RBN; and that airspace extending upward from 1,200 feet above the surface bounded on the E by a line extending from latitude 36° 46' 00" N., longitude 120° 03' 50" W., to latitude 36° 37' 00" N., longitude 119° 56' 00" W., to latitude 36° 37' 00" N., longitude 119° 44' 10" W., thence S along the W boundary of V-23 to longitude 119° 30' 00" W., thence to latitude 35° 43' 50" N., longitude 119° 30' 00" W., on the S by latitude 35° 43' 50" N., on the W by V-485 S of the Priest, Calif., VOR and V-113 N of the Priest VOR, and on the N by V-230.

Leonardtown, Md.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 38°18'56"N., 76°33'06"W., of St. Marys County Airport, Leonardtown, Md., excluding that portion which coincides with the Patuxent River. Md.. transition area.

Levelland, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Levelland Municipal Airport (lat. 33°33'32"N., long. 102°22'20"W.). and within 3 miles each side of the 360° bearing from the Levelland NDB (lat. 33°33'20"N., long. 102°22'29"W.), extending from the 7-mile radius to 8.5 miles north of the RBN.
AMENDMENTS 12/28/78 43 F. R. 50420 (Added)
AMENDMENTS 4/19/79 44 F. R. 5648 (Rewritten)

Lewisburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center (lat. 37°51'35" N., long. 80°23'55" W.) of Greenbrier Valley Airport, Lewisburg, W. Va., extending clockwise from the 252° bearing to the 278° bearing from the airport; within a 15-mile radius of Greenbrier Valley Airport, extending clockwise from the 278° bearing to the 291° bearing from the airport; within a 16-mile radius of Greenbrier Valley Airport, extending clockwise from the 291° bearing to the 301° bearing from the airport; within a 21.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 301° bearing to the 332° bearing from the airport; within a 22.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 332° bearing to the 347° bearing from the airport; within a 23.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 347° bearing to the 357° bearing from the airport; within a 17-mile radius of Greenbrier Valley Airport, extending clockwise from the 357° bearing to the 030° bearing from the airport; within an 18.5-mile radius of Greenbrier Valley Airport, extending clockwise from the 030° bearing to the 086° bearing from the airport; within a 15-mile radius of Greenbrier Valley Airport, extending clockwise from the 086° bearing to the 143° bearing from the airport; within a 17-mile radius of Greenbrier Valley Airport, extending clockwise from the 143° bearing to the 192° bearing from the airport; within a 14-mile radius of Greenbrier Valley Airport, extending clockwise from the 192° bearing to the 252° bearing from the airport; within 6.5 miles west and 4.5 miles east of a 216° bearing from the BUSHI LOM extending from the LOM to a point 11.5 miles southwest and within 3 miles each side of the White Sulphur Springs, W. Va., VOR 115° radial, extending from the VOR to 8.5 miles southeast.

Lewiston, Idaho
That airspace extending upward from 700 feet above the surface within an area bound by a line beginning at lat. 46°27'25"N., long. 116°59'20"W., east to lat. 46°25'15"N., long. 116°35'10"W., south to lat. 46°15'00"N., long. 116°38'00"W., west to lat. 46°18'05"N., long. 117°00'00"W., thence via the arc of a 5-mile radius circle centered on Lewiston-Nez Perce County Airport (lat. 46°22'29"N., long. 117°00'51"W.) to lat. 46°26'58"N., long. 117°00'00"W., to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the east by W. long. 116°, bounded on the south by N. lat. 46°, bounded on the west by the arc of a 19-mile radius circle centered on the Walla Walla VOR (lat. 46°06'13"N., long. 118°17'29"W.) and bounded on the north by V-536.

Lewistown, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Lewistown, Mont., Municipal Airport (latitude 47°02'39" N., longitude 109°28'15" W.) and within 4 miles each side of the Lewistown VORTAC 289° radial, extending from the 7-mile radius area to 10.5 miles west of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 4.5 miles north and 9.5 miles south of the Lewistown VORTAC 289° radial, extending from the VORTAC to 18.5 miles west of the VORTAC, and within 5 miles north and 8 miles south of the Lewistown VORTAC 109° radial, extending from the VORTAC to 7 miles east of the VORTAC.

Lexington, Ky.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Blue Grass Airport (lat. 38°02'16" N., long. 84°36'16" W.); within 3 miles each side of the ILS localizer northeast course, extending from the 8.5-mile radius area to 14 miles northeast of the runway end; within 9.5 miles northwest and 4.5 miles southeast of the ILS localizer southwest course, extending from the 8.5-mile radius area to 18.5 miles southwest of the OM.

Lexington, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lexington Municipal Airport (latitude 40°47'38" N., longitude 99°46'10" W.); and within 3 miles each side of the Lexington RBN 314° bearing, extending from the 5-mile radius area to 8 miles northwest of the RBN.

Lexington, N.C.
That airspace extending upwards from 700 feet above the surface within a 5.5-mile radius of Lexington Municipal Airport (lat. 35°46'47"N., long. 80°18'20"W.); within 3 miles each side of the 266° bearing from the Swearing RBN, (lat. 35°46'44"N., long. 80°18'03"W.), extending from the 5.5-mile radius area to 8.5 miles west of the RBN, excluding that portion that coincides with the Salisbury transition area.

Lexington, Tenn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Franklin-Wilkins Airport (latitude 35°39'07" N., longitude 88°22'47" W.); within 3 miles each side of the Jacks Creek VORTAC 165° radial, extending from the 8-mile radius area to 8.5 miles southeast of the VORTAC.

Liberal, Kans.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Liberal Municipal Airport (lat. 37°02'40"N., long. 100°57'42"W.), and within 3 miles each side of the 180° bearing from the Liberal NDB (lat. 36°57'32"N., long. 100°57'20"W.), extending from the 10-mile radius area to 8 miles south of the NDB.

AMENDMENTS 10/4/79 44 F. R. 42166 (Rewritten)

Liberty, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Causey Airport (lat. 35°54'50" N., long. 79°37'03" W.); within 2 miles each side of Liberty VOR 358° radial, extending from the 5-mile radius area to the VOR.

Liberty, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Liberty Air Service Airport (latitude 30°04'30" N., longitude 94°41'50" W.); and within 2 miles each side of Daisetta VOR 203° radial extending from the 5-mile radius area to the VOR.

Lihue, Hawaii
That airspace extending upward from 700 feet above the surface within the arc of an 8.5-mile radius circle centered on the Lihue Airport (latitude 21°58'55" N., longitude 159°20'40" W.), extending clockwise from a line 2 miles west of and parallel to the Lihue VORTAC 021° radial to a line 2 miles northeast of and parallel to the Lihue VORTAC 130° radial and within 2 miles each side of the Lihue VORTAC 130° radial, extending from 9 miles southeast to 10.5 miles southeast of the Lihue VORTAC.

Lima, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Allen County Airport (latitude 40°42'26" N., longitude 84°01'36" W.); within 3 miles each side of the Allen County VOR 090° radial extending from the 6.5-mile radius to 8.5 miles east of the VOR.

Lincoln, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Logan County Airport (latitude 40°09'38" N., longitude 89°20'07" W.); within 2½ miles each side of the Capitol, Illinois, VORTAC 040° radial extending from the 5-mile radius area to 17 miles northeast of the VORTAC; within 3 miles each side of the 047° bearing from the airport extending from the 5-mile radius area to 8 miles northeast of the airport.

Lincoln, Nebr.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lincoln Municipal Airport (latitude 40°50'45" N., longitude 96°45'20" W.); within the area bounded by a line 5 miles west of and parallel to the Lincoln ILS localizer south course clockwise along a 17-mile arc centered on the Lincoln Municipal Airport to a line 2 miles east of and parallel to the Lincoln VORTAC 015° radial; and within 5 miles west and 9 miles east of the Lincoln ILS localizer south course, extending from the 9-mile radius area to 13 miles south of the OM.

Linden, N. J.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center Lat. 40°37'04"N., Long. 74°14'42"W. of Linden, N. J., Airport.

Litchfield, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Litchfield Municipal Airport (latitude 39°09'54"N., longitude 89°40'22"W.); and within 3 miles each side of the 079° bearing from the airport, extending from the 5-mile radius area to 8 miles east of the airport.

Litchfield, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Litchfield Municipal Airport (latitude 45°08'18" N., longitude 94°30'56" W.); and within 3½ miles each side of the Darwin VORTAC 139° radial, extending from the 6-mile radius to 11½ miles southeast of the VORTAC.

Little Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Little Falls Municipal Airport (lat. 45°56'56"N., long. 94°20'44"W.); within 3 miles each side of the 141° bearing from the airport, extending from the 5-mile radius to 8 miles southeast of the airport, excluding that portion which overlies the Camp Ripley, Minn., transition area.

Little Rock, Ark.
That airspace extending upward from 700 feet above the surface bounded by a 23-mile radius of Little Rock AFB, Ark. (latitude 34°55'00" N., longitude 92°09'00" W.), and clockwise along a 23 mile arc of Adams Field Airport, Little Rock, Ark. (latitude 34°43'48" N., longitude 92°13'59" W.), to latitude 34°26'50" N., longitude 92°26'00" W., to latitude 34°26'00" N., longitude 92°30'00" W., to latitude 34°28'00" 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 latitude 34°39'30" N., longitude 92°37'50" W., thence clockwise along a 23-mile radius of Adams Field Airport.

Livermore, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 37°44'00" N., longitude 121°52'00" W., to latitude 37°48'15" N., longitude 121°40'00" W., to latitude 37°41'30" W., longitude 121°34'00" W., to latitude 37°38'00" N., longitude 121°52'00" W., thence to point of beginning.

Livingston, Mont.
That airspace extending upward from 700 feet above the surface within 9.5 miles west and 4.5 miles east of the Livingston VORTAC 340° radial extending from the VORTAC to 18.5 miles north of the VORTAC and within 2.5 miles each side of the Livingston 085° radial, extending from a 5-mile radius circle centered on Mission Field Airport, Livingston, Mont. (latitude 45°41'45" N., longitude 110°26'40" W.) to 9 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 6 miles south and 9.5 miles north of the Livingston VORTAC 085° and 265° radials, extending from 7 miles west to 21 miles east of the VORTAC.

Livingston, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Livingston Municipal Airport (lat. 36°24'42"N., long. 85°18'44"W.).

AMENDMENTS 11/29/79 44 F. R. 57917 (Added)

Llano, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Llano Municipal Airport (latitude 30°46'30" N., longitude 98°39'30" W.) and within 2 miles each side of the Llano VORTAC 100° radial (091° magnetic radial) extending from the 5-mile radius area to the Llano VORTAC.

Logan, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Logan-Cache Airport (lat. 41°47'09" N., long. 111°50'53" W.) and within 4.5 miles east and 9.5 miles west of the Logan VOR 352° radial, extending from the Logan VOR to 11 miles north of the Logan VOR; that airspace extending upward from 1,200 feet above the surface bounded on the north by the south edge of V-4, on the east by longitude 111°40'30" W., on the south by the north edge of V-288, on the west by the east edge of V-21; and that airspace extending upward from 10,500 feet MSL bounded on the northeast by the southwest edge of V-48, on the west by longitude 111°40'30" W., and on the south by the north edge of V-288.

Lodi, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Linds Airport, Calif. (latitude 38°12'11" N., longitude 121°16'03" W.) and within 2.5 miles each side of the Linden, Calif., VORTAC 303° radial extending from the 3-mile-radius area to 10.5 miles northwest of the VORTAC.

Lompoc, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Lompoc Airport (latitude 34°39'58"N., longitude 120°27'56"W.) and within 5 miles each side of the Gaviota VORTAC 293° radial, extending from the 5-mile radius area to 16 miles west of the Gaviota VORTAC. That airspace within R-2516 is excluded.

London, Ky.
That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of London-Corbin Airport, Magee Field (lat. 37°05'15" N., long. 84°04'38" W.); within 4.5 miles each side of London VORTAC 202° radial, extending from the 12.5-mile radius area to 10 miles south of the VORTAC.

Lone Rock, Wis.
That airspace extending upward from 700 above the surface within an 8.5-mile radius of the Tri-County Airport (latitude 43°12'36" N.; longitude 90°11'06" W.); within a 10-mile radius of the Richland Airport (latitude 43°16'55" N.; longitude 90°16'52" W.).

Lone Star, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lone Star Airport (latitude 32°55'40" N., longitude 94°44'50" W.); and within 2 miles each side of the 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.

Loris, S. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Twin City Airport (lat. 34°05'19"N., long. 78°52'02"W.); within 3 miles each side of the 079° bearing from the Benton NDB (lat. 34°05'25"N., long. 78°52'06"W.); extending from the 6-mile radius area to 8.5 miles east of the RBN.

Los Angeles, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 34°05'00" N., longitude 118°33'00" W.; to latitude 34°05'00" N., longitude 118°15'00" W.; to latitude 34°00'00" N., longitude 118°15'00" W.; to latitude 34°00'00" N., longitude 118°07'00" W.; to latitude 33°56'00" N., longitude 118°07'00" W.; to latitude 33°56'00" N., longitude 117°53'00" W.; to latitude 33°46'00" N., longitude 117°45'00" W.; to latitude 33°39'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°30'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°42'00" N., longitude 118°09'00" W., to latitude 33°42'00" N., longitude 118°26'00" W., to latitude 33°48'00" N., longitude 118°26'00" W., to latitude 33°53'00" N., longitude 118°33'00" W., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°00'00" N., longitude 119°05'00" W.; to latitude 34°00'00" N., longitude 118°33'00" W.; to latitude 33°53'00" N., longitude 118°33'00" W.; to latitude 33°45'00" N., longitude 118°22'00" W.; to latitude 33°45'00" N., longitude 118°15'00" W.; to latitude 33°30'00" N., longitude 117°45'00" W.; to latitude 33°30'00" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 118°34'00" W.; to latitude 33°28'30" N., longitude 119°07'00" W.; to latitude 33°52'03" N., longitude 119°06'59" W.; thence to point of beginning.

Los Banos, Calif.
That airspace extending upward from 700 feet above the surface within a three-mile radius of Los Banos Municipal Airport (lat. 37°03'43"N., long. 120°52'05"W.) and within three miles each side of the Panoche VORTAC 348° radial, extending from the three-mile radius area to six miles south and six miles north of the airport.

Louisiana
That airspace extending upward from 1,200 feet above the surface bounded on the west, north, and east by the Louisiana/Texas, Arkansas/Louisiana, and Louisiana/Mississippi State lines and bounded on the south by the Gulf of Mexico control area (3 nautical miles offshore and parallel to the shoreline) beginning at the point of intersection of the Louisiana/Mississippi State line and the Gulf of Mexico control area; thence west to the intersection of the Louisiana/Texas State line and the Gulf of Mexico control area.

Louisville, Ky.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Standiford Field (lat. 38°10'33" N., long. 85°44'12" W.); within 3 miles each side of the ILS localizer north course, extending from the 11-mile radius area to 8.5 miles north of Louisville VOR 328° radial; within 3 miles each side of the ILS localizer east course, extending from the 11-mile radius area to 8.5 miles east of the LOM; within 9.5 miles west and 4.5 miles east of the ILS localizer south course, extending from the 11-mile radius area to 18.5 miles south of the OM; within 3 miles each side of the ILS localizer west course, extending from the 11-mile radius area to 8.5 miles west of Nabb VOR 206° radial; within a 10-mile radius of Bowman Field (lat. 38°13'40" N., long. 85°39'47" W.); within an 8.5-mile radius of Godman AAF, Fort Knox (lat. 37°54'27" N., long. 85°58'21" W.).

Louisville, Miss.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Louisville-Winston County Airport (lat. 33°08'35" N., long. 89°03'45" W.); within 3 miles each side of the 346° bearing from Louisville RBN (lat. 33°08'37" N., long. 89°03'39" W.), extending from the 5.5-mile radius area to 8.5 miles north of the RBN.

Lovelock, Nev.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lovelock VORTAC 068° and 248° radials, extending from 20 miles E to 7 miles W of the VORTAC, and within 7 miles NW and 10 miles SE of the Lovelock VORTAC 058° and 238° radials, extending from 20 miles SW to 7 miles NE of the VORTAC.

Lubbock, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of latitude 33°42'15" N., longitude 101°54'45" W.

Lucin, Utah
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Lucin VOR 096° and 276° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the airspace within Federal airways.

Ludington, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mason County Airport (latitude 43°57'40" N., longitude 86°24'30" W.) and within 2 miles each side of the 055° bearing from the airport extending from the 5-mile radius area to 8 miles northeast of the airport.

Lufkin, Tex.
That airspace extending upward from 700 feet above the surface within 8.5 miles of the Angelina County Airport (lat. 31°14'05"N., long. 94°45'00"W.) and within 8 miles east and 5 miles west of the Lufkin VOR 157° radial extending from the VOR to 12 miles southeast and within 3.5 miles either side of the 255° bearing from the LOM (lat. 31°13'06.92"N., long. 94°49'31.52"W.), extending 11.5 miles west of the LOM.

AMENDMENTS 11/29/79 44 F. R. 55561 (Rewritten)

Lumberton, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Lumberton Municipal Airport (latitude 34°36'36" N., longitude 79°03'30" W.); within 3 miles each side of the 302° bearing from Lumberton RBN (latitude 34°36'48" N., longitude 79°03'36" W.), extending from the 8.5-mile radius area to 8.5 miles northwest of the RBN.

Luray, Va.
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the center, 38°40' 01" N., 78°30'01" W., of Luray Caverns Airport, Luray, Va., extending clockwise from a 266° bearing to a 314° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 314° bearing to a 348° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 348° bearing to a 040° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 040° bearing to a 057° bearing from the airport; within a 19-mile radius of the center of the airport, extending clockwise from a 057° bearing to a 074° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 141° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 141° bearing to a 166° bearing from the airport; within a 20-mile radius of the center of the airport, extending clockwise from a 166° bearing to a 188° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 188° bearing to a 213° bearing from the airport; within a 20.5-mile radius of the center of the airport, extending clockwise from a 213° bearing to a 234° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 234° bearing to a 246° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 246° bearing to a 266° bearing from the airport.

Lynchburg, Va.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 37°19'37"N., long. 79°12'04"W., of Lynchburg Municipal-Preston Glenn Field, Lynchburg, Va.; within 3 miles each side of the Lynchburg, Va., VORTAC 201° radial, extending from the 9-mile radius area to 8.5 miles south of the VORTAC and within 3.5 miles each side of the Lynchburg, Va., VORTAC 023° radial extending from the 9-mile radius area to 24.5 miles northeast of the VORTAC.

Lyndonville, Vt.
That airspace extending upward from 700 feet above the surface within a 16.5-mile radius of the center (lat. 44°34'09"N., long. 72°01'09"W.) of the Caledonia County Airport, Lyndonville, Vt.

Lyons, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lyons Airport (lat. 38°20'30"N., long. 98°13'45"W.) and 3 miles either side of the 350° bearing from the airport, extending from 5 miles to 8.5 miles north, and that airspace extending upward from 1,200 feet above the surface, 9.5 miles west of and 4.5 miles east of the 350° bearing from 1.5 miles south to 18.5 miles north of the airport, excluding that airspace that overlies the Hutchinson, Kans., transition area.

Mackall AAF, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mackall AAF (lat. 35°02'13"N., long. 79°29'54"W.); excluding that portion that coincides with the Southern Pines, N. C., transition area.

Mackinac Island, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mackinac Island Airport (latitude 45°51'55" N., longitude 84°38'20" W.).

Macomb, Ill.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Macomb Municipal Airport (latitude 40°31'11" N., longitude 90°39'17" W.);and within 3 miles each side of the 084° bearing from Macomb Municipal Airport extending from the 6-mile radius area to 8 miles east of the airport.

Macon, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Herbert Smart Airport (latitude 32°49'20" N., longitude 83°33'45" W.); within an 11-mile radius of Lewis B.Wilson Airport (latitude 32°41'35" N., longitude 83°38'50" W.); within a 14-mile radius of Robins AFB (latitude 32°38'30" N., longitude 83°35'30" W.); within 5 miles each side of Macon VORTAC 227° radial, extending from the 14-mile radius area to 10.5 miles southwest of the VORTAC; within 4 miles each side of Macon ILS localizer southwest course, extending from the 14-mile radius area to 14 miles southwest of the LOM; within a 5.5-mile radius of Perry-Fort Valley Airport (lat. 32°30'36"N., long. 83°45'51"W.); within 5 miles each side of Vienna VORTAC 321° radial, extending from the 5.5-mile radius area to 16 miles northwest of the VORTAC; within 3 miles each side of the 189° bearing from the Bay Creek RBN (lat. 32°27'48"N., long. 83°45'57"W.), extending from the 5.5-mile radius area to 8.5 miles south of the RBN.

AMENDMENTS 8/16/79 44 F. R. 45379 (Changed)

Madera, Calif.
That airspace extending upward from 700 feet above the surface within a 4.5-mile radius of Madera Municipal Airport (lat. 36°59'15"N., long. 120°06'40"W.); and within 4.5 miles each side of the Fresno VORTAC 291° radial, extending from the 4.5-mile radius area to 7 miles west of the VORTAC.

Madill, Okla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Madill Municipal Airport, Madill, Okla., (lat. 34°08'25"N., long. 96°48'42"W.).

Madison, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (lat. 41°16'17"N., long. 72°32'58"W.) of the Griswold Airport; within a 7-mile radius of the center of the airport extending clockwise from the 248° bearing to the 102° bearing.

Madison, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Madison Municipal Airport (lat. 33°36'46" N., long. 83°27'41" W.).

Madison, Ind.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Madison Municipal Airport (latitude 38°45'38" N., longitude 85°27'41" W.); within 3 miles each side of the 217° bearing from Madison Municipal Airport, extending from 5½-mile radius area to 8 miles southwest of the airport, excluding the portion which overlies Restricted Area R-3403.

Madison, S. Dak.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Madison Municipal Airport (latitude 44°00'54" N., longitude 97°04'45" W.); within 3 miles each side of the 346° bearing from the Madison Municipal Airport, extending from the 5-mile radius to 8½ miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 5½ miles east and 9½ miles west of the 346° and 166° bearings from the Madison Municipal Airport; extending from 7 miles south of the airport to 18½ miles north of the airport.

Madison, Wis.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Traux Airport (latitude 42°08'15" N., longitude 89°20'10" W.); within 3 miles each side of the 181° bearing from the airport extending from the 11-mile radius area to 16 miles south of the airport; within 3 miles each side of the 315° bearing from the airport extending from the 11-mile radius area to 15.5 miles NW of the airport; within 3 miles each side of the 001° bearing from the airport extending from the 11-mile radius area to 17 miles N of the airport; within 3.5 miles each side of the 135° bearing from the airport extending from the 11-mile radius area to 17.5 miles SE of the airport; and within a 7-mile radius of the Morey Airport (latitude 42°07'00" N., longitude 89°32'00" W.); within 3 miles each side of the 305° bearing from the airport extending from the 7-mile radius area to 8 miles NW of the airport.

Madisonville, Ky.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Madisonville Municipal Airport (lat. 37°21'00" N., long. 87°24'00" W.); within 1.5 miles each side of Central City VOR 257° radial, extending from the 5.5-mile radius area to the VOR.

Magnolia, Ark.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Magnolia Municipal Airport (latitude 33°13'45" N., longitude 93°13'00" W.); within 3.5 miles each side of the 171° bearing from the NDB (latitude 33°13'40" N., longitude 93°13'07" W.) extending from the 8.5-mile radius area to 12 miles south of the NDB.

Malad City, Idaho
That airspace extending upward from 1,200 feet above the surface within 9 miles E and 6 miles W of the Malad City VORTAC 165° and 345° radials, extending from 18 miles S to 8 miles N of the VORTAC, and within 5 miles N and 8 miles S of the Malad City VORTAC 290° radial, extending from the VORTAC to 12 miles W of the VORTAC.

Malden, Mo.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Malden Municipal Airport (latitude 36°36'20" N., longitude 89°59'20" W.), and within 3 miles each side of the Malden VOR 120° radial, extending from the 6½-mile radius area to 8 miles southeast of the VOR.

Malvern, Ark.
That airspace extending upward from 700 feet above the surface within a 5-statute mile radius of Malvern Municipal Airport, Malvern, Ark. (latitude 34°19'57" N., longitude 92°45'45" W.); and within 3.5 statute miles each side of an 046° bearing from the Malvern NDB (latitude 34°19'56" N., longitude 92°45'50" W.), extending from the 5-mile radius area to 11.5 statute miles northeast of the NDB; excluding that portion which overlies the Little Rock, Ark., transition area.

Manahawkin, N. J.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center 39°42'00" N., 74°16'36" W. of Manahawkin Airport, Manahawkin, N. J.

Manhattan, Kans.
That airspace extending upward from 700 feet above the surface, within a 7-mile radius of the Manhattan, Kans., Municipal Airport (lat. 39°08'28"N., long. 96°40'10"W.) and within 4 miles each side of the Manhattan, Kans., VOR 046° radial extending from the 7-mile radius area to 11 miles northeast of the VOR, within 2 miles northeast and 3 miles southwest of the 126° bearing from the McDowell Creek RBN, extending from the RBN to 10 miles southeast, within 6 miles south and 9 miles north of the Fort Riley VOR 059° radial extending from the VOR to 21 miles northeast, within 2 miles each side of the Fort Riley VOR 222° radial extending from the VOR to 8 miles southwest.

AMENDMENTS 2/22/79 44 F. R. 1085 (Rewritten)

Manila, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manila Municipal Airport (latitude 35°53'25" N., longitude 90°09'20" W.); and within 2 miles each side of the 175° bearing from the Manila RBN (latitude 35°53'25" N., longitude 90°09'20" W.), extending from the 5-mile radius area to 8 miles south of the RBN.

Manistee, Mich.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Manistee-Blacker Airport (latitude 44°16'25" N., longitude 86°15'00" W.); within 5 miles north and 8 miles south of the Manistee VOR 274° radial, extending from 9-mile radius area to 16 miles west of the VOR; and within 5 miles south and 8 miles north of the Manistee VOR 099° radial, extending from the 9-mile radius area to 12 miles east of the VOR.

Manistique, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Schoolcraft County Airport (latitude 45°58'25" N., longitude 86°10'35" W.); and within 2 miles each side of the 099° bearing from Schoolcraft County Airport, extending from the 5-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles south and 8 miles north of the 099° bearing from Schoolcraft County Airport, extending from the airport to 12 miles east of the airport.

Manitowoc, Wis.
That airspace extending upward from 700 feet above the surface within 8 miles west and 5 miles east of the Manitowoc VOR 343° and 163° radials extending from 2 miles south to 13 miles north of the VOR, and within 8 miles west and 5 miles east of the Manitowoc VOR 176° radial extending from the VOR to 12 miles south of the VOR.

Mankato, Minn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mankato Municipal Airport (lat. 44°13'25" N., long. 93°55'06" W.).

Manning, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Clarendon County Airport (latitude 33°35'13" N., longitude 80°12'32" W.); within 3 miles each side of the 197° bearing from Manning, S. C., RBN (latitude 33°35'23" N., longitude 80°12'23" W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN; within a 1.5-mile radius of the Grayson (private) Airport (latitude 33°36'48" N., longitude 80°20'17" W.); and within 2 miles each side of the Vance VOR 061° radial, extending from the 6.5-mile radius area to the VOR.

Mansfield, La.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of DeSoto Parish Airport (latitude 32°04'20" N., longitude 93°45'47" W.).

Mansfield, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°00'05"N., 71°11'55"W., of the Mansfield Municipal Airport, Mansfield, Mass., and within 2 miles each side of the Whitman, Mass., VOR 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 a 9-mile radius of Mansfield-Lahm Municipal Airport (lat. 40°49'17" N., long. 82°31'00" W.); within a 5-mile radius of Galion Municipal Airport (lat. 40°45'15" N., long. 82°43'30" W.); within a 5-mile radius of Shelby Community Airport (lat. 40°52'23" N., long. 82°41'48" W.); within a 7.5-mile radius of Willard Airport (lat. 41°02'23" N., long. 82°43'38" W.); within 7 miles each side of the Mansfield, Ohio, VORTAC 307° radial extending from the 9-mile radius area to 17 miles NW of the VORTAC; and within 5 miles each side of the Mansfield VORTAC 130° radial extending from the 9-mile radius area to 22 miles SE of the VORTAC.

Manteo, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Manteo Airport (lat. 35°55'07"N., long. 75°41'43"W.); within 3 miles each side of the 229° and 343° bearings from the Manteo RBN (lat. 35°54'56"N., long. 75°41'42"W.), extending from the 5-mile radius area to 8.5 miles southwest and north of the RBN.

Many, La.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Hart Airport (latitude 31°32'43" N., longitude 93°29'15" W.) and within 3.5 miles each side of the 300° bearing from the NDB (latitude 31°34'16" N., longitude 93°32'29" W.) extending from the 8.5-mile radius area to a point 12 miles west of the NDB.

Maples, Mo.
That airspace extending upward from 1,200 feet above the surface within 8 miles SE and 5 miles NW of the Maples VOR 057° and 237° radials, extending from 7 miles NE to 13 miles SW of the VOR, excluding that portion within the Fort Leonard Wood, Mo., transition area.

Mapleton, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mapleton, Iowa, Municipal Airport (lat. 42°10'36" N., long. 95°47'42" W.); and within 3½ miles each side of the 035° bearing from Mapleton Municipal Airport, extending from the 5-mile radius area to 11½ miles northeast of the airport.

Maquoketa, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Maquoketa Airport (latitude 42°03'00" N., longitude 90°45'00" W.); and that airspace three miles each side of the 343° bearing from the Maquoketa NDB (latitude 42°03'05" N., longitude 90°44'27" W.); extending from the 7-mile radius area to 8.5 miles northwest of the NDB.

Marathon, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Marathon Flight Strip (lat. 24°43'33"N., long. 81°03'05"W.); within 3 miles each side of the 251° bearing from the Marathon RBN, extending from the 6.5-mile radius area to 8.5 miles west of the RBN; excluding the portion outside the continental limits of the United States.

Marble Falls, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Horseshoe Bay Airport (latitude 30°31'27" N., longitude 98°21'45" W.), and within 3.5 miles each side of the 012° bearing extending from the 5-mile radius area to 11.5 miles north of the NDB site at latitude 30°31'27" N., longitude 98°21'45" W.

Marco Island, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Marco Island Airport (lat. 25°59'46"N., long. 81°40'22"W.); within 3 miles each side of the 164° bearing from the Marco Island RBN (lat. 26°00'01"N., long. 81°40'30"W.); extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

Marfa, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Marfa Municipal Airport (latitude 30°22'15" N., longitude 104°01'15" W.) and within 5 miles NE and 8 miles SW of the Marfa VOR 324° and 144° radials extending from 5 miles NW to 14 miles SE of the VOR.

Marianna, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Marianna Municipal Airport (lat. 30°50'08"N., long. 85°11'02"W.); within 4.5 miles northeast and 6.5 miles southwest of the Marianna VORTAC 133° radial, extending from the 8.5-mile radius area to 11.5 miles southeast of the VORTAC.

Marion, Ill.
That airspace extending upward from 700 feet above the surface, bounded by a line beginning at latitude 37°53'40" N., longitude 88°48'35" W., thence west to latitude 37°56'25" N., longitude 89°02'40" W., thence west to latitude 37°58'45" N., longitude 89°20'25" W., thence south to latitude 37°47'25" N., longitude 89°26'00" W., thence south to latitude 37°42'10" N., longitude 89°24'00" W., thence southeast to latitude 37°32'50" N., longitude 88°59'00" W., thence northeast to latitude 37°42'35" N., longitude 88°52'15" W., thence north to the point of beginning.

Marion, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marion Municipal Airport, Marion, Indiana (latitude 40°29'27" N., longitude 85°40'43" W.); and within 3 miles each side of the Marion VOR 042°, 211° and 320° radials, extending from the 5-mile radius to 8 miles northeast, southwest and northwest of the VOR.

Marion, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Marion Municipal Airport (latitude 40°36'58" N., longitude 83°03'51" W.); within 3 miles each side of the 067° bearing from the airport extending from the 6.5-mile radius area to 8.5 miles northeast of the airport; and within 3 miles each side of the 327° bearing from the airport extending from the 6.5-mile radius area to 8.5 miles northwest of the airport.

Marion, S. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marion County Airport (latitude 34°11'00" N., longitude 79°20'00" W.); within 2 miles each side of the Florence VORTAC 101° radial, extending from the 6-mile radius area to the Florence VORTAC; within 3 miles each side of the 211° bearing from Marion RBN (lat. 34°11'06" N., long. 79°20'00" W.), extending from the 6-mile radius area to 8.5 miles southwest of the RBN; excluding the portion within Florence transition area.

Marion, Va.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 36°53'45"N., 81°20'45"W., of Mountain Empire Airport, Marion, Va.; within a 16-mile radius of the center of the airport, extending clockwise from a 123° bearing to a 145° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 145° bearing to a 175° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 175° bearing to a 192° bearing from the airport; within a 22-mile radius of the center of the airport, extending clockwise from a 192° bearing to a 207° bearing from the airport; within a 24.5-mile radius of the center of the airport, extending clockwise from a 207° bearing to a 225° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 320° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 336° bearing from the airport; within a 17.5-mile radius of the center of the airport, extending clockwise from a 336° bearing to a 024° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 024° bearing to a 034° bearing from the airport; within a 19-mile radius of the center of the airport, extending clockwise from a 034° bearing to a 056° bearing from the airport, within an 18-mile radius of the center of the airport, extending clockwise from a 056° bearing to a 067° bearing from the airport; within 3.5 miles each side of a 069° bearing from the Retreat RBN (36°55'01"N., 81°16'27"W.), extending from the RBN to 10 miles east of the RBN, excluding the portion that coincides with Bluefield, W. Va., and Dublin, Va., 700-foot floor transition areas.

Marks, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Solfs 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.

Marksville, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Marksville NDB (latitude 31°05'39" N., longitude 92°04'17" W.); within 3.5 miles each side of a 206° bearing from the Marksville NDB extending from the 5-mile radius area to 11.5 miles southwest of the NDB.

Marlette, Mich.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Marlette Airport (latitude 43°18'37" N., longitude 83°05'31" W.).

Marshall, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshall, Mich., Brooks Field (latitude 42°15'05" N., longitude 84°57'25" W.) and within 2 miles each side of the Battle Creek, Mich., VORTAC 105° radial extending from the 5-mile radius area to 7 miles east of the airport, excluding the portion which coincides with the Battle Creek, Mich., transition area.

Marshall, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Marshall Municipal Airport (latitude 44°26'50" N., longitude 95°49'10" W.).

Marshall, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harrison County Airport (latitude 32°31'18" N., longitude 94°18'29" W.) and within 2.5 miles each side of Gregg County VORTAC 075° radial extending from the 5-mile radius area to 21 miles east of the VORTAC.

Marshalltown, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marshalltown Municipal Airport (lat. 42°06'45"N., long. 92°54'50"W.) and within 3 miles each side of the 321° bearing from Marshalltown Municipal Airport, extending from the 6-mile radius area to 8 miles northwest of the airport; and within 3 miles each side of the 135° radial of the Elmwood VOR extending from the 6-mile radius to 8 miles southeast of the airport; and within 3 miles each side of the 303° radial of the Elmwood VOR extending from the 6-mile radius to 8 miles northwest of the airport.

AMENDMENTS 8/9/79 44 F. R. 31945 (Rewritten)

Marshfield, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Airport (42°05'45" N., 70°40'25" W.), Marshfield, Mass.; and within 2 miles each side of the centerline of Runway 24 extended from the end of the runway to 5 miles southwest, excluding the portion that coincides with the Boston, Mass. 700-foot floor transition area and excluding the portion outside the United States.

Marshfield, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Marshfield Municipal Airport (latitude 40°38'10" N., longitude 90°11'15" W.); within 2 miles each side of the 216° bearing from Marshfield Municipal Airport, extending from the 5-mile radius area to 8 miles southwest of the airport; and within 2 miles each side of the 325° bearing from Marshfield Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport.

Martinsburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, lat. 39°24'03" N., long. 77°59'09" W. of Eastern West Virginia Regional Airport, Martinsburg, W. Va.; and within a 15-
mile radius of the center of the airport, extending clockwise from a 263° bearing to a 335° bearing from the airport.

Martinsville, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center (36°37'50" N., 80°01'00" W.), of Blue Ridge Airport, Martinsville, Va.; within 2 miles each side of the Runway 30 centerline, extended from the 6.5-mile radius area to 14 miles northwest of the end of the runway; within 2 miles each side of the Runway 12 centerline, extended from the 6.5-mile radius area to 7.5 miles southeast of the end of the runway and within 3.5 miles each side of the 176° bearing from the Blue Ridge RBN (36°37'45" N., 80°01'00" W.), extending from the 6.5-mile radius area to 11.5 miles south of the RBN.

Maryland
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Maryland including the offshore airspace within 3 nautical miles and parallel to the shoreline, excluding that airspace within P-40.

Maryville, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Maryville Memorial Airport (lat. 40°21'00"N., long. 94°54'45"W.). Excluding that airspace within a 1.25-mile radius of Rankin Airport (lat. 40°20'00"N., long. 94°50'00"W.).

AMENDMENTS 10/4/79 44 F. R. 47324 (Added) Corr: 44 F. R. 57077

Marysville, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Beale AFB (latitude 39°08'10" N., longitude 121°26'05" W.); within an 8-mile radius of Yuba County Airport, Marysville, Calif. (latitude 39°05'50" N., longitude 121°34'00" W.), within 9 miles west and 5 miles east of the Beale VOR 162° and 342° radials, extending from the Beale 10-mile radius area to 17 miles north of the VOR; within 8 miles west and 5 miles east of the Marysville VOR 343° radial, extending from the Yuba County 8-mile radius area to 12 miles north of the VOR, and within 8 miles southwest and 5 miles northeast of the Marysville VOR 153° radial, extending from the Yuba County 8-mile radius area to 12 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface bounded on the east by a line extending from latitude 40°00'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 39°30'00" N., longitude 120°55'00" W., to latitude 39°00'00" N., longitude 120°55'00" W., on the south by latitude 39°00'00" N., on the west by the west boundary of V-23, on the northwest by the Red Bluff, Calif., transition area, and on the north by latitude 40°00'00" N.; that airspace extending upward from 8,500 feet MSL bounded on the south by latitude 40°00'00" N., on the west by the Red Bluff, Calif., transition area, on the north by latitude 40°45'00" N., and on the east by a line extending from latitude 40°45'00" N., longitude 121°39'00" W., to latitude 40°23'00" N., longitude 121°39'00" W., to latitude 40°23'00" N., longitude 121°25'00" W., to latitude 40°00'00" N., longitude 121°25'00" W.; that airspace extending upward from 10,500 feet MSL bounded on the east by longitude 120°19'00" W., on the south by a line extending from latitude 39°30'00" N., longitude 120°19'00" W., to latitude 39°30'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 120°30'00" W., to latitude 40°00'00" N., longitude 121°25'00" W., on the west by longitude 121°25'00" W., and on the north by latitude 40°45'00" N.; that airspace extending upward from 12,500 feet MSL bounded on the east by longitude 121°25'00" W., on the south by latitude 40°23'00" N., on the west by longitude 121°39'00" W., and on the north by latitude 40°45'00" N.

Marysville, Kans.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Marysville Municipal Airport, Marysville, Kans., lat. 39°51'12"N., long. 96°37'49"W., within 3 miles each side of the Marysville NDB 357° bearing extending from the 5.5-mile radius area to 8 miles north of the airport; and within 3 miles each side of the Marysville NDB 147° bearing extending from the 5.5-mile radius area to 8 miles southeast of the airport.

AMENDMENTS 12/28/78 43 F. R. 45344 (Added)

Marysville, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Union County Airport (latitude 40°13'29" N., longitude 83°21'00" W.); and within 2 miles on each side of the 088° bearing from the airport extending from the 5-mile radius area to 8 miles west of the airport.

Mason, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, lat. 42°33'50"N., long. 84°25'40"W., of the Mason-Jewett Airport, Mason, Mich.

AMENDMENTS 12/28/78 43 F. R. 51008 (Added)

Mason, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mason County Airport (latitude 30°43'54" N., longitude 99°11'06" W.).

Mason City, Iowa
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Mason City Municipal Airport (latitude 43°09'25" N., longitude 93°19'54" W.); within 5 miles each side of the Mason City VORTAC 002° radial, extending from the 9-mile radius area to 24½ miles north of the VORTAC; and within 4½ miles west and 9½ miles east of the Mason City VORTAC 182° and 002° radials, extending from 5 miles north to 24½ miles south of the VORTAC.

Massachusetts
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Massachusetts including the offshore airspace within 3 nautical miles of and parallel to the shoreline of Massachusetts and that airspace bound by a line beginning at lat. 42°41'20"N., long. 70°30'00"W.; to lat. 42° 15'20"N., long. 70°30'00"W.; to lat. 42°10'50"N., long. 70°03'00"W.; to lat. 41°38'00"N., long. 69°45'10"W.; to lat. 41°20'00"N., long. 69°45'10"W.; to lat. 41°09'00"N., long. 70°00'00"W.; to lat. 41°10'25"N., long. 70° 12'50"W.; to lat. 41°04'00"N., long. 70°42'30"W.; to lat. 41°12'45"N., long. 70°42'30"W.; to lat. 41°08' 30"N., long. 71°04'45"W.; to lat. 41°25'15"N., long. 71°04'45"W.; to lat. 41°25'15"N., long. 71°04'45"W.; thence along a line 3 nautical miles from and parallel to the shoreline to the point of beginning.

Massena, N. Y.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, lat. 44°56'10" N., long. 74°50'50" W. of Richards Field, Massena, N. Y.; within 3 miles each side of the Massena, VORTAC 104° radial extending from the 8.5-mile radius area to 8 miles east of the VORTAC, excluding the airspace within Canada.

Matagorda, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Matagorda Peninsula Airport (latitude 28°32'35" N., longitude 96°07'10" W.), excluding that portion more than 3 nautical miles from and parallel to the shoreline.

Matawan, N. J.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 40°22'25"N., long. 74°15'15"W., of Marlboro Airport, Matawan, N. J., and within 1.5 miles each side of the Colts Neck, N. J., VORTAC 307° radial extending from the 5.5-mile radius area to the Colts Neck VORTAC.

Mattoon, Ill.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Coles County Memorial Airport (lat. 39°28'45" N., long. 88°16'51" W.); and within 4.5 miles each side of the Mattoon VOR 228° radial, extending from the 9-mile radius area to 13 miles southwest of the VOR.

Maxwell, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-195, on the S by V-200, on the W by V-25 and on the N by the Red Bluff, Calif., transition area.

Mayfield, Ky.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mayfield-Graves County Airport (latitude 36°46'03" N., longitude 88°35'05" W.).

McAlester, Okla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the McAlester Municipal Airport (lat. 34°53'05"N., long. 95°46'55"W.).

AMENDMENTS 8/9/79 44 F. R. 38449 (Rewritten)

McAllen, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Miller International Airport (latitude 26°10'40" N., longitude 98°14'25" W.); within 3.5 miles each side of the McAllen VOR 095° radial extending from the 5-mile radius area to 11.5 miles east of the VOR; within 4 miles south and 5 miles north of the McAllen VOR 321° radial extending from the 5-mile radius area to 18.5 miles northwest of the McAllen VOR; and within 2 miles each side of the localizer (latitude 26°09'59" N., longitude 98°13'53" W.) back course 141° radial extending from the 5-mile radius area to 5.5 miles southeast of the localizer, excluding the portion outside the United States.

McCall, Idaho
That airspace extending upward from 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 7-mile radius of McComb-Pike County Airport (lat. 31°10'35" N., long. 90°28'08" W.).

McCook, Nebr.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of McCook Municipal Airport (latitude 40°12'25" N., longitude 100°35'25" 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.

McCordsville, Ind.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Indianapolis Brookside Airport (latitude 39°54'19" N., longitude 85°55'29" W.); and within a 5½-mile radius of the Indianapolis Metropolitan Airport (latitude 39°56'10" N., longitude 86°02'45" W.).

McGehee, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-statute-mile radius of McGehee Municipal Airport, McGehee, Ark., (lat. 33°37'15"N., long. 91°22'00"W.).

McGrath, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles northeast and 3 miles southwest of the McGrath VORTAC 123° radial extending from the control zone extension to 12.5 miles southeast of the VORTAC; within 4 miles each side of the McGrath VORTAC 008° radial extending from the control zone extension to 14.5 miles north of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 21.5-mile radius of the McGrath VORTAC extending clockwise from the 344° radial to the 236° radial of the VORTAC; within a 12-mile radius of the McGrath VORTAC extending clockwise from the 236° radial to the 344° radial of the VORTAC; and within 9.5 miles east and 4.5 miles west of the McGrath VORTAC 008° radial extending from the 21.5-mile radius area to 23 miles north of the VORTAC.

McMinnville, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of McMinnville Municipal Airport (latitude 45°11'35" N., longitude 123°08'15" W.) and within 2 miles each side of the Newberg VORTAC 215° radial extending from the 5-mile radius area to the VORTAC.

McMinnville, Tenn.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of Warren County Memorial Airport (lat. 35°42'00" N., long. 85°50'30" W.); within 9.5 miles northwest and 4.5 miles southeast of the 061° bearing from Warren County RBN (lat. 35°42'11" N., long. 85°50'40" W.), extending from the 13-mile radius area to 18.5 miles northeast of the RBN;
within a 6.5-mile radius of Smithville Municipal Airport (lat. 35°59'08" N., long. 85°48'31" W.);
within 3 miles each side of the 045° bearing from Hurricane RBN (lat. 35°59'02" N., long. 85°48'28" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

McPherson, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of McPherson Municipal Airport (latitude 38°21'19" N., longitude 97°41'29" W.); and that airspace extending upward from 1,200 feet above the surface within 9½ miles southwest and 4½ miles northeast of the 309° bearing from the McPherson Municipal Airport, extending from the airport to 18½ miles northwest of the airport, excluding the portions that overlie the Salina and Hutchinson, Kans., 1,200-foot floor transition areas.

McRae, Ga.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Telfair-Wheeler Airport (lat. 32°05'46" N., long. 82°52'55" W.); within 3 miles each side of the 030° bearing from McRae RBN (lat. 32°05'40" N., long. 82°53'02" W.), extending from the 7-mile radius area to 8.5 miles northeast of the RBN.

Meade, Kans.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Meade, Kans., Municipal Airport (lat. 37°16'45"N., long. 100°21'15"W.); within 3 miles each side of the Meade NDB (lat. 37°16'40"N., long. 100°21'31"W.); 008° bearing, extending from the 5.5-mile radius to 8.5 miles north of the NDB.

Meadville, Pa.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 41°37'37"N., long. 80°12'51"W., of Port Meadville Airport, Meadville, Pa.

Medford, Oreg.
That airspace extending upward from 700 feet above the surface within 7 miles northeast and 5 miles southwest of the Medford ILS localizer northwest course extending from 3 miles northwest of the Pumic LOM (latitude 42°27'03.8" N., longitude 122°54'44.1" W.), to 24 miles northwest of the LOM; within 3.5 miles each side of the Medford ILS localizer southeast course extending from the LOM to 24 miles southeast of the LOM; that airspace extending upward from 1,200 feet above the surface bounded on the east by V-452, on the southeast by the 40-mile arc centered on Klamath Falls VORTAC, on the south by V-122, on the west by V-23; that airspace southeast of Medford bounded on the north by the south edge of V-122, on the east by the 40-mile arc centered on Klamath Falls VORTAC, on the south by the 7-mile radius area centered on the Siskiyou County Airport, on the west by the east edge of V-23E; and that airspace extending upward from 5,500 feet MSL within 7 miles north and 11 miles south of the Medford, Oreg., VORTAC 271° radial extending from the west edge of V-23W and north edge of V-122 to the east edge of V-27.

AMENDMENTS 8/9/79 44 F. R. 42167 (Changed)

Medford, Wis.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Taylor County Airport (latitude 45°06'02" N., longitude 90°18'18" W.); within 3 miles each side of the 162° bearing from the airport extending from the 5.5-mile radius area to 8 miles southeast of the airport.

Melbourne, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Melbourne Regional Airport (lat. 28°06'01" N., long. 80°38'00" W.); within an 8.5-mile radius of Patrick AFB (lat. 28° 14'21" N., long. 80°36'28" W.); within 3 miles each side of Patrick AFB TACAN 030° radial, extending from the 8.5-mile radius area to 9.5 miles northeast of the TACAN.

Melfa, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37° 38' 50" N., 75° 45' 40" W., of Accomack County Airport, Melfa, Va., and within 2 miles each side of a 200° bearing from the Melfa, Va., RBN 37°39'27" N., 75°45'27" W., extending from the 6-mile radius area to 8 miles south of the RBN.

Memphis, Tenn.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Memphis International Airport (latitude 35°03'00" N., longitude 89°58'15" W.); within 4.5 miles each side of Memphis ILS localizer east course, extending from the 8.5-mile radius area to Holly Springs, Miss., VOR 328° radial; within 3 miles each side of Memphis ILS localizer south course, extending from the 8.5-mile radius area to 8.5 miles south of the LOM; within 3 miles each side of Memphis ILS localizer west course, extending from the 8.5-mile radius area to 8.5 miles west of the LOM; within a 6.5-mile radius of Twinkle Town Airport (lat. 34°55'45"N., long. 90°10'05"W.); within 3 miles each side of the Memphis VORTAC 311° radial, extending from the 6.5-mile radius area to 32.5 miles northwest of the VORTAC; within a 6.5-mile radius of West Memphis Municipal Airport (latitude 35°08'24" N., longitude 90°14'00" W.); within 3 miles each side of Memphis VORTAC 311° radial, extending from the 6.5-mile radius area to 32.5 miles northwest of the VORTAC; within 3 miles each side of the 187° and 352° bearings from West Memphis RBN (latitude 35°08'20" N., longitude 90°14'02" W.), extending from the 6.5-mile radius area to 8.5 miles north and south of the RBN; within an 8.5-mile radius of Olive Branch Municipal Airport (lat. 34°58'44" N., long. 89°47'33" W.).

Memphis, Tenn. (NAS)
That airspace extending upward from 700 feet above the surface within a 12-mile radius of NAS Memphis (lat. 35°21'15"N., long. 89°52'10"W.); within a 7-mile radius of Arlington Municipal Airport (lat. 35°16'58"N., longitude 89°40'22" W.); within 3 miles each side of the 161° bearing from Loosahatchie RBN (latitude 35°17'04" N., longitude 89°40'19" W.), extending from the 7-mile radius area to 8.5 miles south of the RBN.

Mena, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mena Municipal Airport (latitude 34°33'00" N., longitude 94°12'31" W.) and within 5 miles each side of the Rich Mountain, Okla., VORTAC 112° radial extending from the 5-mile radius area to the VORTAC and within 3.5 miles each side of the 087° bearing from the Mena, Ark., NDB (latitude 34°32'55" N., longitude 94°12'34" W.) extending from the 5-mile radius area to a point 12 miles east of the NDB.

Menominee, Mich.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Menominee County Airport (latitude 45°07'20" N., longitude 87°38'15" W.); within 4½ miles east and 9½ miles west of the Menominee VOR 349° radial, extending from the VOR to 18½ miles north of the VOR; and within 4½ miles northeast and 9½ miles southwest of the 140° and 320° bearings from Menominee County Airport, extending from 6 miles southeast to 18½ miles northwest of the airport.

Merced, Calif.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Castle Air Force Base (latitude 37°22'45" 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-165, on the SW by V-459, and on the N by V-244, and that airspace extending upward from 12,000 feet MSL E of Merced bounded on the E by longitude 119°30'00" W., on the S by the Fresno, CA., transition area, on the W by V-165 and on the N by V-244.

Mercury, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mercury Airport (latitude 36°39'16" N., longitude 116°00'54" W.); that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 36°41'00" N., longitude 116°26'30" W., to latitude 36°41'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 115°55'00" W., to latitude 36°16'00" N., longitude 116°08'00" W., to latitude 36°36'00" N., longitude 116°26'30" W., thence to point of beginning, excluding the portion within R-4808.

Meriden, Conn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°30'35" N., 72°49'50" W. of Meriden Markham Municipal Airport, Meriden, Conn.; and within 2 miles each side of the Runway 36 centerline extended from the 5-mile radius area to 7 miles north of the end of the runway, excluding the portion which coincides with the Bridgeport, Conn., and Hartford, Conn., transition areas.

Meridian, Miss.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Key Field (lat. 32°19'58"N., long. 88°45'05"W.); within 3 miles each side of the 191° bearing from the Lauderdale RBN, extending from the 11-mile radius area to 8.5 miles south of the RBN; within 5 miles each side of Meridian VORTAC 315° radial, extending from the 11-mile radius area to 11.5 miles northwest of the VORTAC; within an 8.5-mile radius of OLF Bravo Field (lat. 32°47'33"N., long. 88°49'40"W.); within a 10-mile radius of NAS Meridian (lat. 32°33'27"N., long. 88°33'33"W.); within a 29-mile radius of the Meridian VORTAC, extending clockwise from the 340° radial to the 050° radial, and within 5 miles north and 7 miles south of the Kewanee VORTAC 273° radial, extending from the VORTAC to long. 88°36'00"W.

Merrill, Wis.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Merrill Municipal Airport (latitude 45°12'00" N., longitude 89°42'25" W.); and within 3 miles each side of the 332° bearing from Merrill Municipal Airport, extending from the 7-mile radius area to 8 miles northwest of the airport.

Mexia, Tex.
That airspace extending from 700 feet above the surface within a 6.5-mile radius of Mexia-Limestone County Airport (lat. 31°38'20"N., long. 96°30'52"W.) and within 3.5 miles each side of the 163° bearing from the Limestone County NDB (lat. 31°38'16"N., long. 96°30'43"W.) extending from the 6.5-mile radius area to a point 12 miles southeast of the NDB.

Mexico, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mexico Memorial Airport (lat. 39°09'35"N., long. 91°49'25"W.).

Miami, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Miami International Airport (Lat. 25°47'34"N., Long. 80°17'00"W.), Homestead AFB (Lat. 25°29'15"N., Long. 80°23'00"W.), Opa Locka Airport (Lat. 25°54'26"N., Long. 80°16'48"W.), Fort Lauderdale-Hollywood International Airport (Lat. 26°04'26"N., Long. 80°09'10"W.), and Tamiami Airport (Lat. 25°38'51"N., Long. 80°25'59"W.); within 3 miles each side of the 274° bearing from the Perrine RBN, extending from the 8.5-mile radius area to 8.5 miles west of the RBN; within a 6.5-mile radius of Fort Lauderdale Executive Airport (Lat. 26°11'41"N., Long. 80°10'15"W.), and Pompano Beach Airpark (Lat. 26°15'00"N., Long. 80°06'30"W.).

Miami, Fla. (Dade-Collier Training and Transition Airport)
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Dade-Collier Training and Transition Airport (latitude 25°51'46" N., longitude 80°53'50" W.).

Miami, Okla.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Miami Municipal Airport (lat. 36°54'02"N., long. 94°53'03"W.) and that airspace within the State of Kansas extending upward from 1,200 feet above the surface which is bounded on the south by the Kansas-Oklahoma State line and on the west along a line which is 7 miles east of and parallel to the Oswego, Kans., VOR 207° radial, on the north by the south edge of VOR airway V-190 and on the east by the west edge of VOR airway V-88.

Michigan
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Michigan south of parallel 45°45'.

Michigan City, Ind.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Michigan City Airport (latitude 41°42'10" N., longitude 86°49'15" W.); and within a 6½-mile radius of Michigan City Municipal Airport (latitude 41°40'10" N., longitude 86°53'20" W.).

Middlefield, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Geauga County Airport (latitude 41°27'00" N., longitude 81°03'48" W.); within 1½ miles each side of the Chardon VORTAC 132° radial extending from the 6-mile radius area to the VORTAC excluding the portion which overlies the Cleveland transition area.

Middleton Island, Alaska
That airspace extending upward from 700 feet above the surface within 12 miles northwest and 7.5 miles southeast of the Middleton Island VORTAC 037° and 217° radials, extending from 22.5 miles northeast to 11.5 miles southwest of the VORTAC; and within 9.5 miles west of the Wessels, Alaska, RBN 011° bearing, extending from the RBN to 18.5 miles north of the RBN.

Middletown, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of 39°32'00" N., 84°23'30" W. of Hook Field Municipal Airport and within 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, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Midland Regional Air Terminal (latitude 31°56'25" N., longitude 102°12'10" W.) and within a 5-mile radius of Mabee Ranch Airport (latitude 32°12'57" N., longitude 102°09'46" W.).

Midland, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°35' 15" N., 77°42'45" W. of Warrenton-Fauquier Airport, Midland, Va., and within 2 miles each side of the Casanova, Va. VORTAC 113° radial extending from the 5-mile radius area to the VORTAC.

Midway Island
That airspace extending upward from the 700 feet above the surface within a 10-nmi radius of NAS Midway (latitude 28° I2' 00" N., longitude 177° 23' 00" W.); and that airspace extending upward from 1,200 feet above the surface within a 100-nmi radius of NAS Midway.

Miles City, Mont.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miles City Airport (latitude 46°25'40" N., longitude 105°53'10" W.); within 5 miles each side of the 252° bearing from the Horton RBN, extending from the 7-mile radius area to 11 miles southwest of the RBN; within 3.5 miles each side of the Miles City VORTAC 225° radial, extending from the 7-mile radius area to 11 miles southwest of the Miles City VORTAC; within 3.5 miles each side of the Miles City VORTAC 047° radial, extending from the 7-mile radius area to 22 miles northeast of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 17-mile radius of Miles City VORTAC south of V-120 and within a 25-mile radius of Miles City VORTAC north of the south edge of V-120, and within 9.5 miles southeast and 4.5 miles northwest of the Miles City VORTAC 225° radial extending from the VORTAC to 18½ miles southwest of the VORTAC.

Milford, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Fuller Municipal Airport (lat. 43°19'57"N., long. 95°09'29"W.) and within 3 miles each side of the 019° bearing from the Fuller Municipal Airport extending from the 5-mile radius to 11.5 miles north of the airport excluding that portion which lies in the Spirit Lake, Iowa, transition area.

Milford, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (lat. 38°25'35"N., long. 113°00'40"W.) and within 2 miles either side of the Milford VORTAC (lat. 38°21'37"N., long. 113°00'45"W.) 360° radial extending from the 5-mile radius area to 14 miles north of the VORTAC and within 2 miles southeast and 5 miles northwest of the Milford VORTAC 210° radial extending from the 5-mile radius area to 5 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles northwest and 5 miles southeast of the Milford VORTAC 210° radial extending 18 miles southwest of the VORTAC; and within 8 miles southeast and 14 miles northwest of the Milford VORTAC 210° and 030° radials extending from 10 miles southwest to 23 miles northeast of the VORTAC.

AMENDMENTS 11/29/79 44 F. R. 48655 (Rewritten)

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.

Milledgeville, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Baldwin County Airport (latitude 33°09'15" N., longitude 83°14'10" W.); within 3 miles each side of the 089° bearing from Milledgeville RBN (latitude 33°09'13" N., longitude 83°14'35" W.), extending from the 8.5-mile radius area to 8.5 miles east of the RBN.

Miller, S. Dak.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Miller Municipal Airport (lat. 44°31'00"N., long. 98°57'27"W.) and within 3 miles each side of the 326° bearing from the Miller NDB (lat. 44°31'17.4"N., long. 98°57'30.6"W.) extending from the 5-mile radius to 8.5 miles northwest of the Miller NDB; and that airspace extending upward from 1,200 feet above the surface bounded on the west and northwest by V-263, on the south by V-120 and on the east by V-15W excluding the Aberdeen, S. Dak., Pierre, S. Dak., Mitchell, S. Dak., and Huron, S. Dak., 1,200 foot transition areas and all Federal airways.

AMENDMENTS 6/14/79 44 F. R. 23206 (Added)

Millersburg, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Holmes County Airport (latitude 40°32'20" N., longitude 81°57'05" W.) and within 3 miles each side of the 085° bearing from the airport extending from the 6-mile radius area to 12 miles east, and within 2 miles each side of the Tiverton, Ohio VOR 059° radial extending from the 6-mile radius area to the VOR.

Millinocket, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 45°38'50" N., 68°41'10" W. of Millinocket Municipal Airport, Millinocket, Maine, and within 3.5 miles each side of a 094° bearing from the Sterns RBN extending from the 7-mile radius area to 11.5 miles east of the RBN.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 45°56'00" N., 68°36'00" W. to 45°39'00" N., 69°48'00" W. to 45°23'00" N., 69°48'00" W. to 45°15'00" N., 69°50'00" W., to 45°07'30" N., 69°50'00" W., to 45°07'30" N., 69°28'00" W., to 45°12'00" N., 69°23'00" W. to 45°24'00" N., 68°55'00" W. to 45°30'00" N., 68°31'00" W. to 45°27'00" N., 68°20'00" W. to 45°33'00" N., 68°16'00" W. to 45°38'00" N., 67°40'30" W. to the point of beginning.

Millville, N. J.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 39°37'00" N., 75°05'00" W. to 39°35'00" N., 74°52'00" W. to 39°16'30" N., 74°59'00" W. to 39°16'30" N., 75°10'00"W. to 39°30'00"N., 75°15'00"W. to point of beginning and within 4.5 miles south and 6.5 miles north of the Millville, N.J., VORTAC 257° radial and 077° radial, extending from 5.5 miles west of the VORTAC to 11.5 miles east of the VORTAC, excluding the portion that coincides with the Atlantic City, N.J., 700-foot transition area.

Milton, Fla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of NAS Whiting Field (North) (latitude 30°43'15" N., longitude 87°01'45" W.); within 2 miles each side of the 315° bearing from Navy Whiting RBN, extending from the 6-mile radius area to 8 miles northwest of the RBN; within 2 miles each side of Navy Whiting TACAN 309° radial, extending from the 6-mile radius area to 8 miles northwest of the TACAN, and within a 5-mile radius of OLF Santa Rosa (Navy), Milton, Fla. (latitude 30°36'00" N., longitude 86° 56'00" W.).

Milwaukee, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of General Mitchell Field (lat. 42°56'51"N., long. 87°53'58"W.); within an 8-mile radius of the Horlick-Racine Airport (lat. 42° 45'45"N., long. 87°49'00"W.); within an 8-mile radius of the Timmerman Airport (lat. 43°06'40"N., long. 88° 02'00"W.); within a 6½-mile radius of the Waukesha County Airport (lat. 43°02'25"N., long. 88°14'00"W.); and within 3 miles each side of the 274° bearing from the Waukesha County Airport extending from the 6½-mile radius area to 7½ miles west of the airport.

Minden, La.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Minden-Webster Airport (latitude 32°39'00" N., longitude 93°18'00" W.).

Mineola, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wisener Airport (lat. 32°40'47"N., long. 95°30'45"W.) and within 2 miles each side of the Quitman, Tex., VORTAC 211° radial extending from the airport to 6 miles northeast of the airport.

Mineral Point, Wis.
That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Iowa County Airport, Mineral Point, Wis., (lat. 42°53'12"N., long. 90°13'52"W.) and within 3 statute miles either side of the 030° bearing from the Mineral Point RBN, extending from the 5-mile radius area to 8.5 statute miles northeast of the airport.

Mineral Wells, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Mineral Wells Airport (latitude 32°46'59" N., longitude 98°03'34" W.) and within 3 miles each side of the 140° bearing from the Mineral Wells RBN, extending from the 5-mile radius area to 8 miles SE of the RBN.

Minneapolis, Minn.
That airspace extending upward from 700 feet above the surface within a 26-mile radius of Minneapolis-St. Paul International Airport (lat. 44°53'05"N., long. 93°13'15"W.); within a 28-mile radius of Minneapolis-St. Paul International Airport, extending from the 206° bearing from the airport clockwise to the 353° bearing from the airport; and within 4½ miles north and 9½ miles south of the Flying Cloud VOR 292° radial, extending from the 28-mile radius area to 18½ miles west of the VOR.

Minnesota
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Minnesota.

Minot, N. Dak.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Minot AFB (latitude 48°24'55" N., longitude 101°21'25" W.); within a 10-mile radius of Minot International Airport (latitude 48°15'40" N., longitude 101°16'45" W.); within 5 miles each side of the Minot VORTAC 260° radial, extending from the 10-mile radii areas to 12 miles west of the VORTAC; and within 4 miles each side of the Minot VORTAC 138° radial extending from the 10-mile radius area to 15.5 miles southeast of the VORTAC; and within 5 miles each side of the Minot VORTAC 097° radial, extending from the 10-mile radius area to 12 miles east of the VORTAC;
that airspace extending upward from 1,200 feet above the surface within a 54-mile radius of Minot AFB excluding the area north of lat. 49°00'00"N.

AMENDMENTS 2/23/79 44 F. R. 1086 (Changed)

Mississippi
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Mississippi, including that airspace 3 nautical miles from and parallel to the shoreline, beginning at the intersection of the Mississippi/Alabama State line, extending west along a line 3 nautical miles from and parallel to the shoreline, to and south along longitude 88°51'00" W. to latitude 30°07'20" N. (point of intersection of the Mississippi State line and longitude 88°51'00" W.).

Missoula, Mont.
That airspace extending upward from 700 feet above the surface within a 23.5-mile radius of the Missoula VORTAC extending from the Missoula VORTAC 190° radial clockwise to the 290° R; within 9.5 miles southwest and 5.5 miles northeast of the Missoula VORTAC 312° radial extending from the VORTAC to 38 miles northwest of the VORTAC; within 3 miles each side of the Missoula VORTAC 172° radial extending from the VORTAC to 19.5 miles southeast; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Missoula VORTAC extending from the 357° radial clockwise to the 072° radial; within a 23.5-mile radius of the Missoula VORTAC extending from the 072° radial clockwise to the 190° radial; within a 34-mile radius of the Missoula VORTAC extending from the Missoula VORTAC 256° radial clockwise to the 357° radial; within 9.5 miles southwest of the Missoula VORTAC 298° radial extending from the 34-mile radius area to 38 miles northwest; within 5 miles west and 9.5 miles east of the Missoula VORTAC 172° radial extending from the VORTAC to 30 miles southeast of the VORTAC.

Missouri
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Missouri.

Mitchell, S. Dak.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Mitchell Municipal Airport (latitude 43°46'25" N., longitude 98°02'30" W.); and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the Mitchell VOR 149° radial, extending from the VOR to 18½ miles southeast of the VOR; and within 4½ miles northeast and 9½ miles southwest of the Mitchell VOR 300° radial, extending from the VOR to 18½ miles northwest of the VOR;
and that airspace extending upward from 1,200 feet above the surface within 4.5 miles southwest and 9.5 miles northeast of the Mitchell VOR, lat. 43°46'37"N., long. 98°02'14"W., 149° radial, extending from the VOR to 18.5 miles southeast of the VOR; and within 4.5 miles northeast and 9.5 miles southwest of the Mitchell VOR 300° radial, extending from the VOR to 18.5 miles northwest of the VOR; and that airspace southwest of Mitchell within the area bounded on the east by V-159, on the south by V-148 and Nebraska/South Dakota state line, on the west by a line from lat. 43°00'00"N., long. 99°00'00"W., direct to lat. 44°00'00"N., long. 99° 43'00"W., and on the north by the Pierre, S. Dak., 1,200 foot transition area and V-120.

AMENDMENTS 4/19/79 44 F. R. 10363 (Changed)

Moab, Utah
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Canyonlands Field Airport, Moab, Utah, (lat. 38°45'34.3"N., long. 109°44'46.1"W.) and within 7 miles northeast and 10 miles southwest of the Moab VOR (lat. 38°45'23"N., long. 109°44'55"W.) 301° radial extending from the 10-mile radius area to 18.5 miles northwest of Moab, Utah; and that airspace extending upward from 1,200 feet above the surface bounded on the north by V-134, on the east by V-187W, on the south by V-244 and on the west by V-208, excluding the Price, Utah, and Grand Junction, Colo., transition areas and all Federal airways.

AMENDMENTS 8/9/79 44 F. R. 34107 (Rewritten)

Moberly, Mo.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Omar N. Bradley Airport (lat. 39°27'50"N., long. 92°25'35"W.); and 3 miles either side of the 315° bearing from the airport extending from the 6.5-mile radius to 8 miles northwest of the airport; and 3 miles either side of the 126° bearing from the airport extending from the 6.5-mile radius to 8 miles southeast of the airport.

Mobile, Ala.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Bates Field (lat. 30°41'17.7"N., long. 88°14'26.6"W.); within an 8.5-mile radius of Brookley Airport (lat. 30°37'08.5"N., long. 88°03'57.2"W.); within 3.5 miles each side of Brookley VORTAC 157° radial, extending from the 8.5-mile radius area to 11 miles southeast of the VORTAC; within a 6.5-mile radius of Fairhope Municipal Airport (latitude 30°27'50" N., longitude 87°52'35" W.); within 2 miles each side of Brookley VORTAC 134° radial, extending from the 6.5-mile radius area to Brookley Airport 8.5-mile radius area.

Mocksville, N. C.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Twin Lakes Airport (lat. 35°54'50"N., long. 80°27'20"W.); within 3 miles each side of the 278° bearing from the Davie RBN (lat. 35°54'48"N., long. 80°27'23"W.); extending from the 6-mile radius area to 8.5 miles west of the RBN.

Modesto, Calif.
That airspace extending upward from 700 feet above the surface within 4.5 miles northeast and 9.5 miles southwest of the Modesto VOR 122° and 302° radials, extending from 18.5 miles northwest to 18.5 miles southeast of the VOR; and that airspace
extending upward from 1,200 feet above the surface bounded on the E by longitude 120°30'00" W., on the SE by a line extending from latitude 37°38'45" N., longitude 120°30'00" W., to latitude 37°25'00" N., longitude 120°48'00" W., on the S by latitude 37°25'00" N., on the W by V-109, and on the N by a line extending from the E boundary of V-109 through latitude 37°38'00" N., longitude 121°00'35" W., to latitude 37°45'45" N., longitude 120°30'00" W.

Mohall, N. Dak.
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Mohall Municipal Airport (lat. 48°46'41"N., long. 101°32'20"W.) and within 2.5 miles each side of the 161° bearing from the Mohall Municipal Airport, extending from the 7.5-mile radius area to 9.5 miles southeast of the airport.

AMENDMENTS 2/22/79 44 F. R. 3032 (Rewritten)

Moline, Ill.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Quad City Airport (latitude 41°26'56" N., longitude 90°30'34" W.); within 4½ miles north and 9½ miles south of the Quad City ILS localizer west course, extending from 1 mile east to 18½ miles west of the OM; within 5 miles either side of the Quad City ILS localizer east course extending from the 9-mile radius area to 16½ miles east of the airport; within a 6½-mile radius of Davenport Municipal Airport (latitude 41°36'40" N., longitude 90°35'20" W.); within 3 miles each side of the 224° bearing from the Cody RBN, extending from the 6½-mile radius area to 8 miles southwest of the RBN; and within 2 miles each side of the Davenport VOR 220° radial, extending from the 6½-mile radius area to the VOR.

Molokai, Hawaii
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Molokai Airport (latitude 21°09'25" 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.

Moncks Corner, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Moncks Corner Airport (latitude 33°11'30" N., longitude 80°02'00" W.); within 3 miles each side of the 226° bearing from Moncks Corner RBN (latitude 33°11'16" N., longitude 80°01'34" W.) extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Monee, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sanger Airport (latitude 41°22'39" N., longitude 87°41'03" W.); within 1½ miles either side of the 039° radial of the Peotone VORTAC extending from the 5-mile radius area to the VORTAC, excluding that portion that overlies the Chicago, Ill., transition area.

Monongahela, Pa.
That airspace extending upward from 700-feet above the surface within a 6.5-mile radius of the center, 40°12'40" N., 79°49'50" W., of Rostraver Airport, Monongahela, Pa., and within 2 miles each side of the Allegheny, Pa., VORTAC 113° radial extending from the 6.5-mile radius area to the VORTAC, excluding the portion which coincides with the Pittsburgh, Pa., transition area.

Monroe, La.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Monroe Municipal Airport (lat. 32°30'30"N., long. 92°02'20"W.); and within an 8.5-mile radius of Morehouse Memorial Airport, Bastrop, La., (lat. 32°45'25"N., long. 91°52'50"W.); and within an 8.5-mile radius of Rayville Municipal Airport, Rayville, La., (lat. 32°29'00"N., long. 91°46'15"W.).

Monroe, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Custer Airport (latitude 41°56'10" N., 83°26'15" W.); and within 2 miles each side of the Carleton, Mich., VORTAC 171° radial, extending from the 5-mile radius area to the VORTAC excluding the portion which overlies the Detroit, Mich. 700-foot floor transition area.

Monroe, N.C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Monroe Airport (Lat. 35°01'13"N., Long. 80°37'08"W.) within 3 miles each side of the 057° bearing from the Wesley RBN (Lat. 35°01'25"N., Long. 80°37'01"W.), extending from the 6.5-mile radius to 8.5 miles northeast of the RBN.

Monroe, Wis.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Monroe Municipal Airport (latitude 42°36'57" N., longitude 89°35'26" W.).

Monroe City, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroe City, Mo., Airport (lat. 39°38'05"N., long. 91°43'40"W.) and within 4 miles each side of the 239° radial of the Quincy, Ill., VORTAC, extending from the 5-mile radius area to 8 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within the area southwest of the Quincy, Ill., VORTAC bounded on the north by the south edge of V-116, on the west by the east edge of V-175, and on the southeast by the northwest edge of V-63.

Monroeville, Ala.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Monroeville County Airport (latitude 31°27'25" N., longitude 87°20'50" W.); within 3 miles each side of Monroeville VORTAC 039° and 201° radials, extending from the VORTAC to 9 miles northeast and south of the VORTAC.

Montague, Calif.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Siskiyou County Airport (latitude 41°46'55" N., longitude 122°28'00" W.); that airspace extending upward from 1,200 feet above the surface within 9.5 miles east and 6 miles west of the 180° and 356° bearings from the Montague RBN, extending from 8 miles north to 19 miles south of the RBN. Within 10 miles E and 7 miles W of the Siskiyou VOR (latitude 41°47'10" N., longitude 122°27'50" W.) 192° radial extending from 18 to 29 miles S of the VOR.

Monterey, Calif.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of Fritzsche AAF, Fort Ord, Calif. (latitude 36°40'55" N., longitude 121°45'40" W.), excluding the portion south of latitude 36°32'00" N.; within a 3-mile radius of Watsonville Municipal Airport (latiude 36°56'15" N., longitude 121°47'15" W.); within 3 miles each side of the Salinas VORTAC 330° radial, extending from the 3-mile radius area to the 13-mile radius of Fritzsche AAF and within 3 miles each side of the Watsonville localizer course extending from the 3-mile radius to 5 miles south of Runway 1 threshold of the Watsonville Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 37°05'00" N., long. 122°43'15" W., thence to lat. 37°08'45" N., long. 122°34'45" W., thence southeast via V-27 to lat. 37°00'00" N., thence to lat. 37°00'00" N., long. 121°29'30" W., thence to lat. 36°23'00" N., long. 121°03'20" W., thence to lat. 36°03'30" N., long. 121° 29'00" W., thence southeast via V-27 to long. 121°03'00" W., thence to lat. 35°30'00" N., long. 121°03'00" W., thence to lat. 35°30'00" N., long. 121°37'00" W., to point of beginning; that airspace extending upward from 5,000 feet MSL bounded on the northwest by a line 12 miles southeast of and parallel to the Big Sur VOR 047° radial, on the northeast by V-25, on the south by a line extending from the southwest boundary of V-25 and latitude 35°33'00" N., to latitude 35°33'00" N., longitude 121°03'00" W., thence south to the northeast boundary of V-27 and longitude 121°03'00" W., and on the southwest by V-27.

Montevideo, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Montevideo Municipal Airport (latitude 44°58'15" N., longitude 95°42'40" W.); and within 3 miles each side of the 313° bearing from the Montevideo Municipal Airport extending from the 5-mile radius to 8 miles northwest of the airport.

Montgomery, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Dannelly Field (lat. 32°18'00"N., long. 86°23'36"W.); within a 9-mile radius of Maxwell Air Force Base (lat. 32°22'48"N., long. 86°21'55"W.).

Monticello, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Monticello Municipal Airport (latitude 33°38'10" N., longitude 91°45'10" W.).

Monticello, Indiana
That airspace extending upward from 700 feet above the surface within a 5-mile radius of White County Airport (latitude 40°42'30" N., longitude 86°46'00" W.) and within 3 miles each side of the 185° bearing from the airport extending from the 5-mile radius area to 8.5 miles south.

Monticello, Iowa
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Monticello Municipal Airport (latitude 42°13'40" N., longitude 91°10'00" W.); and within 3 miles each side of the 135° bearing from Monticello Municipal Airport, extending from the 7-mile radius area to 10½ miles southeast of the airport.

Monticello, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 41°42' 01" N., 74°47'59" W. of Sullivan County International Airport, Monticello, N. Y., extending clockwise from a 033° bearing to a 111° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 111° bearing to a 169° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 169° bearing to a 318° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 318° bearing to a 340° bearing from the airport; within an 11.5-mile radius of the center of the airport extending clockwise from a 340° bearing to a 033° bearing from the airport; and within
4.5 miles each side of the Sullivan County International Airport ILS localizer, 41°41'39" N., 74°47'16" W., northwest course, extending from the 6.5-mile, 8.5-mile and 11.5-mile radius areas to 11.5 miles northwest of the OM (41°45'59"N., 74°51'39"W.); within 4.5 miles each side of the Huguenot, N. Y., VORTAC 333° radial, extending from 5.5 miles northwest of the VORTAC to 22.5 miles northwest of the VORTAC; within a 5-mile radius of the center, 41°37'10"N., 74°42'10"W., of Monticello Airport, Monticello, N. Y., and within 2 miles each side of the Huguenot, N. Y., VORTAC 337° radial, extending from the 5-mile radius area to 9 miles northwest of the VORTAC.

AMENDMENTS 8/9/79 44 F. R. 39154 (Changed)

Montpelier, Vt.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, lat. 44°12'15"N., long. 72°33'45"W., of Edward F. Knapp (Barre-Montpelier) State Airport, Barre-Montpelier, Vt.; within 6.5 miles west and 5 miles east of the Montpelier VOR, lat. 44°12'41"N., long. 72°33'45"W., 163° radial extending from the 10-mile radius zone to 17.5 miles south of the VOR; within 4.5 miles each side of the Mount Mansfield NDB, lat. 44°23'11.8" N., long. 72°41'38.3"W., 332° and 152° bearing from the NDB, extending from the 10-mile radius zone to 10.5 miles northwest of the NDB, excluding that portion within the Morrisville, Vt., transition area.

Montrose, Colo.
That airspace extending upward from 700 feet above the surface within 5 miles northeast and 9.5 miles southwest of the Montrose VOR 313° and 133° radials extending from 7 miles southeast to 24.5 miles northwest of the VOR.

Mooreland, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mooreland Municipal Airport, Mooreland, Okla., (lat. 36°29'08"N., long. 99°11'39"W.) within 3.5 miles each side of the 359° bearing from the Mooreland NDB (lat. 36°29'04"N., long. 99°11'36"W.) extending from the 5-mile radius to 11.5 miles north of the airport.

Morgan City, La.
That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Tibby, La., VORTAC 281° radial extending from 11.5 miles west of the VORTAC to 23 miles west of the VORTAC.

Morganton, N.C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Morganton-Lenoir Airport (lat. 35°49'20"N., long. 81°36'50"W.); within 3 miles each side of the 205° bearing from Fiddlers RBN (lat. 35°42'36"N., long. 81°40'17"W.), extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN; excluding the portion that coincides with the Hickory transition area.

Morgantown, W. Va.
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center, lat. 39°38'34" N., long. 79°55'01" W. of Morgantown Municipal Airport-Walter L. Hart Field, Morgantown, W. Va., extending clockwise from
a 205° bearing to a 030° bearing from the airport; within a 19-mile radius of the center of the airport, extending clockwise from a 030° bearing to a 055° bearing from the airport; within an 18-mile radius of the center of the airport, extending clockwise from a 055° bearing to a 065° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 095° bearing from the airport; within a 16.5-mile radius of the center of the airport, extending clockwise from a 095° bearing to a 157° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 157° bearing to a 205° bearing from the airport; within 5 miles each side of the Morgantown VORTAC 152° radial extending from the VORTAC to 9.5 miles southeast of the VORTAC and within 5 miles southwest and 7.5 miles northeast of the Morgantown VORTAC 334° radial, extending from the 11.5-mile radius arc to 22 miles northwest of the VORTAC.

Morrilton, Ark.
That airspace extending upward from 700 feet above the surface within an 8.5 mile radius of Petit Jean Airport (lat. 35°08'15" N., long. 92°54'30" W.), and within 3.5 miles each side of the 216° bearing from the Morrilton RBN (lat. 35°07'07" N., long. 92°55'30" W.) extending from the 8.5-mile radius to 11.5 miles southwest of the RBN.

Morris, Minn.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Morris Municipal Airport (latitude 45°34'05" N., longitude 95°58'10" W.); and within 3 miles each side of the 138° bearing from the Morris Municipal Airport extending from the airport to 7 miles southeast of the airport.

Morristown, Tenn.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Moore-Murrell Airport (latitude 36°10'50" N., longitude 83°22'20" W.); within 4.5 miles northwest and 9.5 miles southeast of the 239° bearing from Morristown RBN (latitude 36°11'10" N., longitude 83°22'00" W.), extending from the 9.5-mile radius area to 18.5 miles southwest of the RBN.

Morrisville, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 44° 32'10" N., long. 72°36'55" W. of Morrisville-Stowe State Airport, Morrisville, Vt., and within 3.5 miles each side of the 034° bearing and the 214° bearing from the Morrisville RBN lat. 44°35'13" N., long. 72°35'10" W., extending from the 5-mile radius area to 11.5 miles northeast of the RBN.

Moses Lake, Wash.
That airspace extending upward from 700 feet above the surface within a 19-mile radius of Grant County Airport (lat. 47°12'29"N., long. 119°19'05"W.), within a 19-mile radius of the Ephrata VORTAC (lat. 47°22' 41"N., long. 119°25'22"W.); that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 47°45'00"N., on the east by the arc of a 52-mile radius circle centered on Fairchild Air Force Base, Wash., (lat. 47°36'55"N., long. 117°39'20"W.), on the southeast by V-112W, on the south by V-298 and on the west by long. 120°00'00"W.

Moses Point, Alaska
That airspace extending upward from 1,200 feet above the surface within 5 miles N and 10 miles S of the Moses Point VOR 088° and 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 8.5-mile radius of Moultrie-Thomasville Airport (lat. 31°04'58" N., long. 83°48'15" W.); within an 8.5-mile radius of Thomasville Municipal Airport (lat. 30°54'05" N., long. 83°53'00" W.); within an 8.5-mile radius of Spence AF Auxiliary Field (lat. 31°08'15" N., long. 83°42'15" W.).

Mountain Home, Idaho
That airspace extending upward from 700 feet above the surface within 10 miles northeast and 9 miles southwest of the Mountain Home AFB TACAN (latitude 43°02'26" N., longitude 115°52'22" W.) 135° and 315° radials, extending from 18 miles southeast to 18 miles northwest of the TACAN; that airspace extending upward from 1,200 feet above the surface bounded on the north and northeast by the southwest edge of V-253, on the southeast, south, and west by the arc of a 46-mile radius circle centered on Mountain Home AFB (latitude 43°02'35" N., longitude 115°52'05" W.), on the northwest by the southeast edge of V-113; that airspace southeast of Mountain Home AFB extending upward from 6,500 feet MSL, bounded on the northwest by the 46-mile arc, on the northeast by the southwest edge of V-253, on the south by latitude 42°24'00" N. to the 46-mile arc.

Mountain View, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mills Memorial Airport (lat. 36°59'33"N., long. 91°42'42"W.); and within 3 miles each side of the 106° bearing from the Mills Memorial Airport, extending from the 5-mile radius area to 8 miles east of the airport.

Mount Airy, N. C.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Mount Airy-Surry County Airport (latitude 36°27'30" N., longitude 80°33'08" W.); excluding that portion that coincides with the Elkin transition area.

Mount Comfort, Ind.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Mount Comfort Airport (lat. 39°50'26"N., long. 85°54'04"W.), excluding the portion within the Indianapolis, Ind., transition area.

Mount Pleasant, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mount Pleasant Municipal Airport (latitude 40°56'45" N., longitude 91°30'30" W.); and within 3 miles each side of the 140° bearing from Mount Pleasant Municipal Airport extending from the 5-mile radius area to 8 miles southeast of the airport.

Mt. Pleasant, Mich.
That airspace extending upward from 700 feet above the surface within a 4-mile radius of Mt. Pleasant, Mich., Airport (lat. 43°37'00"N., long. 84°44'00"W.); and within 2 miles each side of the 093° bearing from Mt. Pleasant, Mich., Airport extending from the 4-mile radius area to 8 miles E of the airport.

Mount Pleasant, Tenn.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Maury County Airport (latitude 35°33'15" N., longitude 87°10'50" W.); within 9.5 miles southeast and 4.5 miles northwest of the 060° and 227° bearings from Maury County RBN (latitude 35°33'20" N., longitude 87°10'57" W.), extending from the 9.5-mile radius area to 18.5 miles northeast and southwest of the RBN.

Mt. Pleasant, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Mt. Pleasant Municipal Airport (latitude 33°07'45.4" N., longitude 94°58'31.3" W.) and within 3.5 miles each side of the Quitman, Tex., VORTAC 052° radial extending from the 8.5-mile radius area to a point 10.5 miles southwest of the airport.

Mount Pocono, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 41°07'40"N., 75°22'20"W., of Mount Pocono Airport, Mount Pocono, Pa., within 2 miles each side of the 333° bearing from the Tobyhanna RBN (41°12'15"N., 75°25'20"W.) extending from the RBN to 7.5 miles northwest of the RBN.

Mt. Sterling, Ky.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Mt. Sterling-Montgomery County Airport (lat. 38°03'35" N., long. 83°58'50" W.).

Mount Vernon, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Mount Vernon-Outland Airport (latitude 38°19'23" N., longitude 88°51'33" W.); within 5 miles each side of the the Mount Vernon VOR 044° radial extending from the 7-mile radius area to 11.5 miles northeast of the VOR.

Muleshoe, Tex.
That airspace extending upward from 700 feet above the surface within a 9-statute mile radius of Edward Warren Field (latitude 34°14'00" N., longitude 102°42'30" W.).

Mullan Pass, Idaho
That airspace extending upward from 8,500 feet MSL within 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°14'26" N., longitude 85°23'43" W.) within 3 miles each side of the Muncie VOR 136° radial, extending from the 7-mile radius area to 13.5 miles southeast of the VOR; within 3 miles each side of the Muncie VOR 125° radial, extending from the 7-mile radius area to 8 miles southeast of the VOR; within 3 miles each side of the Muncie VOR 017° radial, extending from the 7-mile radius area to 8 miles north of the VOR; and within 3½ miles each side of the Muncie VOR 320° radial, extending from the 7-mile radius area to 10 miles northwest of the VOR.

Murray, Ky.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Murray-Calloway County Airport (latitude 36°40'04" N., longitude 88°22'06" W.); within 3 miles each side of the 033° bearing from Calloway RBN (latitude 36°39'49" N., longitude 88°22'03" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN.

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.); within 3 miles each side of Muscle Shoals VOR 114° radial, extending from the 11-mile radius area to 8.5 miles east of the VOR.

Muskegon, Mich.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Muskegon County Airport (lat. 43°10'16" N., long. 86°14'09" W.); within a 7-mile radius of the Grand Haven Memorial Airpark (lat. 43°02'00" N., long. 86°12'00" W.), Grand Haven, Mich.; within 4.5 miles southwest and 9.5 miles northeast of the Muskegon County Airport ILS localizer southeast course, extending from the 10-mile radius area to 18.5 miles southeast of the OM; within 4 miles each side of the Muskegon VORTAC 092° radial, extending from the VORTAC to 11.5 miles east of the VORTAC; and within 4½ miles each side of the Muskegon County Airport runway 14 centerline extended to the northwest, extending from the 10-mile radius area to 17 miles northwest of the Muskegon County Airport ILS OM.

Muskogee, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Davis Field, Muskogee, Okla. (latitude 35°39'25" N., longitude 95°21'40" W.); and within 10 miles southwest and 5 miles northeast of the Muskogee VOR 137° T (130° M) radial extending from the VOR to 20 miles southeast.

Myrtle Beach, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Grand Strand Airport (latitude 33°48'40" N., longitude 78°43'30" W.); within an 8.5-mile radius of Myrtle Beach AFB (latitude 33°40·45" N., longitude 78°55'45" W.).

Nacogdoches, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of East Texas Regional Airport
(latitude 31°34'35" N., longitude 94°42'25" W.), within 2.5 miles each side of the Lufkin VORTAC 001° radial extending from the 5-mile radius area to 17 miles north of the VORTAC, and within 3.5 miles each side of the 339° and 159° bearings from the Nacogdoches RBN (latitude 31°38'01" N., longitude 94°44'01" W.) extending from the 5-mile radius area to 11.5 miles north of the RBN.

Nantucket, Mass.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Nantucket Memorial Airport, Mass., (lat. 41°15'15"N., long. 70°03'40"W.); within 2 miles each side of the Nantucket VORTAC 045° radial, extending from the 6-mile radius 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 RBN on the N by Control 1144, 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 RBN; that airspace northeast of Nantucket bounded on the northwest by Control 1143, on the southeast by Control 1146, and on the east by long. 67°00'00"W. The portion east of long. 68°00'00"W., is excluded below 5,500 feet MSL.

Naples, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Naples Municipal Airport (lat. 26°09'10"N., long. 81°46'30"W.); within 3 miles each side of the 051° and 221° bearings from the Naples RBN (lat. 26°09'20"N., long. 81°46'26"W.), extending from the 6.5-mile radius area to 8.5 miles northeast and southwest of the RBN.

Napoleon, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Henry County Airport (lat. 41°22'27"N., long. 84°04'05"W.) excluding that portion within the Toledo, Ohio, transition area.

Nappanee, Ind.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Nappanee Municipal Airport (latitude 41°26'45" N., longitude 85°56'00" W.); and within 2 miles each side of the 138° radial of the Goshen, Ind., VORTAC extending from the 5½-mile radius area to 14 miles southeast of the VORTAC excluding the airspace which overlies the Goshen, Ind., transition area.

Nashville, Tenn.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Nashville Metropolitan Airport (lat. 36°07'36" N., long. 86° 40'50" W.); the airspace south bounded on the north by the arc of a 14-mile radius circle centered on Nashville Metropolitan Airport; on the northeast by the arc of an 8.5-mile radius circle centered on Smyrna Airport; on the south by the arc of a 17.5-mile radius circle centered on Nashville Metropolitan Airport, and on the west by Nashville VOR 205° radial; within an 8.5-mile radius of Smyrna Airport (lat. 36°00'33" N., long. 86°31' 13" W.); within 3 miles each side of Nashville VORTAC 131° radial, extending from the 8.5-mile radius area to 21.5 miles southeast of the VORTAC; within 3 miles each side of the 138° bearing from Sewart RBN (lat. 35°57'19" N., long. 86°27'45" W.), extending from the 8.5-mile radius area to 8.5 miles southeast of the RBN; within an 8-mile radius of Gallatin Municipal Airport (lat. 36°22'45" N., long. 86°24'30" W.); within an 8-mile radius of Lebanon Municipal Airport (lat. 36°11'22" N., long. 86°18'55" W.); within an 8-mile radius of Murfreesboro Municipal Airport (lat. 35°52'32" N., long. 86°22'45"W.); within 3 miles each side of the 007° bearing from Lascassas RBN (lat. 35°52'18" N., long. 86°22'37" W.), extending from the 8-mile radius area to 8.5 miles north of the RBN.

Natchez, Miss.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Hardy-Anders Field (latitude 31°36'50" N., longitude 91°17'55" W.); within 3 miles each side of Natchez VOR 020° radial, extending from the 7-mile radius area to 8.5 miles north of the VOR.

Natchitoches, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Natchitoches Municipal Airport (latitude 31°44'30" N., longitude 93°06'20" W.) and within 3.5 miles each side of the 177° bearing from the Natchitoches RBN (latitude 31°44'03" N., longitude 93°05'43" W.), extending from the 5-mile radius zone to 11.5 miles south of the RBN.

PENDING AMENDMENT
Navasota, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Navasota Municipal Airport, Navasota, Tex. (lat. 30°22'23"N., long. 96°06'48"W.).

AMENDMENTS 1/24/80 44 F. R. 68451 (Added)

Nebraska
That airspace extending upward from 1,200 feet above the surface within the State of Nebraska.

Needles, Calif.
That airspace extending upward from 1,200 feet above the surface within 9 miles south and 13 miles north of the Needles VORTAC 092° and 272° radials, extending from 11 miles west to 24 miles east of the VORTAC.

Neilsville, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Neilsville Municipal Airport (lat. 44°33'16"N., long. 90°30'43"W.) and within 3 miles each side of the 092° bearing from the Neilsville Airport, extending from the 5-mile radius area to 8 miles east of the airport.

AMENDMENTS 8/9/79 44 F. R. 34110 (Added)

Nenana, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Nenana Airport (latitude 64°32'56" N., longitude 149°04'24" W.); and within 4 miles each side of the 132° bearing from the Julius RBN extending from the 5-mile radius area to 10.5 miles southeast of the RBN.

Neodesha, Kans.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Neodesha, Kans., Municipal Airport, excluding that portion which coincides with the Parsons, Kans., transition area.

Neosho, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Neosho Memorial Airport (lat. 36°48'35"N., long. 94°23'15"W.) and within 2 miles each side of Neosho, Mo., VOR 310° radial, extending from the 5-mile radius area to 8 miles northwest of the VOR; and within 2½ miles each side of the 012° bearing from the Neosho Memorial Airport extending from the 5-mile radius area to 6 miles north of the airport.

Nevada, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Nevada Municipal Airport (lat. 37°51'10"N., long. 94°18'05"W.); and within 3 miles each side of the 037° bearing from the Nevada Municipal Airport extending from the 7-mile radius area to 8 miles northeast of the airport.

New Bern, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Simmons-Nott Airport (lat. 35°04'20"N., long. 77°02'35"W.).

Newberry, Mich.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Luce County Airport (latitude 46°18'30" N., longitude 85°27'00" W.); within 3 miles each side of the 301° bearing from Luce County Airport, extending from the 6½-mile radius to 8 miles northwest of the airport; and within 3 miles each side of the 103° bearing from Luce County Airport, extending from the 6½-mile radius area to 8 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within 9½ miles northeast and 4½ miles southwest of the 301° bearing from Luce County Airport, extending from the airport to 18½ miles northwest of the airport; and within 4½ miles north and 9½ miles south of the 103° bearing from Luce County Airport, extending from the airport 18½ miles east of the airport, excluding the portion which overlies the Sault Ste. Marie, Mich., transition area.

Newberry, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Newberry Municipal Airport (lat. 34°18'40" N., long. 81°38'20" W.); within 3 miles each side of the 031° bearing from the Enoree RBN (lat. 34°18'41" N., long. 81°38'10" W.), extending from the 6.5-mile radius to 8.5 miles northeast of the RBN.

New Braunfels, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of New Braunfels Municipal Airport (lat. 29°42'10" N., long. 98°02'30" W.) and south of a line extending from the 5-mile radius area east along the San Antonio, Tex., VORTAC 070° radial to the 39-nautical mile DME fix and north of a line extending from the 5-mile radius area east along the San Antonio VORTAC 089° radial to the 39-nautical mile DME fix.

Newburgh, N. Y.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41° 30'10" N., 74°06'11" W., of Stewart Airport, Newburgh, N. Y., extending clockwise from a 222° bearing to a 332° bearing from the airport; within an 11.5-mile radius of the center of Stewart Airport, extending clockwise from the 332° bearing to a 045° bearing from the airport; within an 8.5-mile radius of the center of Stewart Airport, extending clockwise from a 045° bearing to a 076° bearing from the airport, within a 10-mile radius of the center of Stewart Airport, extending clockwise from a 076° bearing to a 130° bearing from the airport; within a 12.5-mile radius of the center of Stewart Airport, extending clockwise from a 130° bearing to a 159° bearing from the airport; within a 14.5-mile radius of the center of Stewart Airport, extending clockwise from a 159° bearing to a 191° bearing from the airport, within a 12.5-mile radius of the center of Stewart Airport, extending clockwise from a 191° bearing to a 222° bearing from the airport; within 3.5 miles each side of the Stewart VOR (41°30'30" N., 74°05'51" W.) 325° radial, extending from the Stewart VOR to 18.5 miles northwest of the Stewart VOR; within 5 miles each side of the Stewart VOR 085° radial, extending from the Stewart VOR to 13 miles east of the Stewart VOR; within 5 miles each side of the Huguenot VORTAC 074° radial extending from the Huguenot VORTAC to 20 miles east of the Huguenot VORTAC; within a 7-mile radius of the center, 41°30' 41" N., 74°15'51" W of Orange County Airport, Montgomery, N. Y., extending clockwise from a 332° bearing to a 074° bearing from the airport; within a 7.5-mile radius of the center of Orange County Airport, extending clockwise from a 074° bearing to a 161° bearing from the airport; within an 8-mile radius of the center of Orange County Airport, extending clockwise from a 161° bearing to a 228° bearing from the airport within a 9-mile radius of the center of Orange County Airport, extending clockwise from a 228° bearing to a 332° bearing from the airport; within 4.5 miles each side of the Orange County Airport ILS localizer south course extending from the OTIMS LOM (41°26'42"N., 74°17'33"W.) to 10.5 miles south of the LOM; within a 6-mile radius of the center, 41°25'54"N., 74°23'45"W., of Randall Airport, Middletown, N. Y., extending clockwise from a 015° bearing to a 128° bearing from the airport; within a 6.5-mile radius of the center of Randall Airport, extending clockwise from a 128° bearing to a 167° bearing from the airport; within a 6-mile radius of the center of Randall Airport, extending clockwise from a 167° bearing to a 227° bearing from the airport; within a 7-mile radius of the center of Randall Airport, extending clockwise from a 227° bearing to a 309° bearing from the airport; within a 6.5-mile radius of the center of Randall Airport, extending clockwise from a 309° bearing to a 015° bearing from the airport; and within 2 miles each side of the Huguenot VORTAC 082° radial, extending from the Huguenot VORTAC to 10 miles east of the Huguenot VORTAC, within 8 miles south and 3.5 miles north of a 081° bearing from the OTIMS LOM, extending from the LOM to 11.5 miles east of the LOM.

AMENDMENTS 11/29/79 44 F. R. 68448 (Changed)

Newburyport, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (42°47'45" N., 70°50'25" W.) of Plum Island Airport, Newburyport, Mass.; and within 2 miles each side of the Runway 33 centerline extended from the 5-mile radius area to 6 miles northwest of the end of the runway, excluding the portion which coincides with the Boston, Mass., transition area. This transition area shall be effective from sunrise to sunset, daily.

New Castle, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Sky Castle Airport (lat. 39°52'34"N., long. 85°19'37"W.); and within 3 miles either side of a 260° bearing from the airport, extending from the 6-mile radius to 8 miles west of the airport.

New Castle, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center lat. 41°01'30"N., long. 80°24'45"W., of New Castle Municipal Airport, New Castle, Pa., within 3 miles each side of the 035° bearing of the New Castle, Pa., NDB, lat. 41°01'25"N., long. 80°24'54"W., extending from the 5-mile radius area to 8.5 miles northeast of the NDB, excluding that portion which overlies the Youngstown, Ohio, 700-foot floor transition area.

AMENDMENTS 6/14/79 44 F. R. 27383 (Added)

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.).

Newgulf, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Newgulf Airport (lat. 29°16'00" N., long. 95°53'00" W.) and within 3 miles each side of the Eagle Lake, Tex., VORTAC 136° radial extending from the 5-mile radius area to 30.5 miles southeast of the Eagle Lake VORTAC.

New Hampshire
That airspace extending upward from 1,200 feet above the surface within the territorial boundaries of the State of New Hampshire, including offshore airspace beginning at lat. 42°56'00"N., long. 70°34'00"W.; to lat. 42°56'00"N., long. 70°25'00"W.; to lat. 42°43'15"N., long. 70°25'00"W.; to lat. 42°41'20"N., long. 70° 30'00"W.; to lat. 42°52'00"N., long. 70°45'00"W., thence via State territorial boundaries to point of beginning.

AMENDMENTS 12/28/78 43 F. R. 49977 (Added)

New Jersey
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of New Jersey including the offshore airspace within 3 nautical miles east of and parallel to the shoreline; that airspace east of Long Branch, NJ., bounded by latitude 40°17'30" N., longitude 73°54'45" W., to latitude 40° 12'55" N., longitude 73°19'00" W.; to latitude 39°58'40" N., longitude 73°38'35" W., to latitude 39°37' 30" N., longitude 74°07'00" W., thence north along that line 3-NM east and parallel to the State of New Jersey shoreline to latitude 40°17'30" N., longitude 73°54'45" W.; 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, on the south by a line along latitude 39°44'00" N. The airspace within W-107 below 2,000 feet and within Control 1147 is excluded.

New Madrid, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of County Memorial Airport (lat. 36°32'10"N., long. 89°35'50"W.); and within 2 miles each side of the Malden, Mo., VOR 95° radial, extending from the 5-mile radius area to 8 miles east of the VOR, excluding the portion which overlies the Malden, Mo., 700-foot floor transition area; and within 2.5 miles each side of the 360° bearing from the airport, extending from the 5-mile radius area to 6 miles north of the airport.
AMENDMENTS 10/4/79 44 F. R. 46791 (Rewritten)
PENDING AMENDMENT
New Madrid, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of County Memorial Airport (lat. 36°32'10"N., long. 89°35'50"W.); within 2.5 miles each side of the 360° bearing from Runway 18, extending from the 5-mile radius area to 6 miles north of the airport; within 3 miles each side of the 008° bearing from the New Madrid NDB (lat. 36°32'11"N., long. 89°36'06"W.) extending from the 5-mile radius area to 8.5 miles north of the airport; and within 2 miles each side of the Malden, Mo., VOR 94° radial, extending from the 5-mile radius area to 8 miles east of the VOR, excluding the portion which overlies the Malden, Mo., transition area.
AMENDMENTS 1/24/80 44 F. R. 65389 (Rewritten)

New Mexico
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of New Mexico, excluding that airspace north of a line beginning on the Arizona/New Mexico State line at lat. 35° 31'00" N., thence to lat. 35°52'00" N., long. 108°47'00" W., to lat. 35°47'30" N., long. 108° 34'00" W., thence along long. 108°34'00" W. to and along the north boundary of V-291N to and clockwise along the arc of a 47-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. 106°12'30" W., to lat. 36°05'35" N., long. 106°09'50" W., to lat. 36°03'40" N., long. 105° 52'20" W., to lat. 35°47'00" N., long. 105°54'40" W., to lat. 35°47'00" N., long. 105°50'00" W., thence along long. 105°50'00" W. to and along the north boundary of V-19 to long. 105°16'30" W., to lat. 36°00'00" N., long. 105°07'00" W., thence along lat. 36°00'00" N., to and along the north boundary of V-190 to the New Mexico/Texas State line, excluding R-5101, R-5107B, and the portion of R-5107A north of lat. 32°18'00" N., excluding that airspace bounded by a line beginning on the Arizona/New Mexico State line at lat. 34°18'00" N., thence to the south boundary of V-264 at long. 108°54'00" W., thence along the south boundary of V-264 to and south along long. 107°00'00" W. to and along the northwest boundary of V-19 to lat. 33°35'00" N., to lat. 33°35'00" N., long. 107°20'00" W., to the northwest boundary of V-202 at long. 107°25'00"W., thence along the northwest boundary of V-202 to lat. 32°59'00" N., to lat. 32°35'00" N., long. 108°37'00" W., to the Arizona/New Mexico State line at lat. 32°25'00"N., thence along the State line to point of beginning, excluding that airspace south of V-66.

Newman, Ga.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newman-Coweta County Airport (lat. 33°19'06"N., long. 84°46'18"W.); within 2.5 miles each side of LaGrange VORTAC 053° radial, extending from the 5-mile radius area to 19.5 miles northeast of the VORTAC; within 3 miles each side of the 130° bearing from Coweta RBN (lat. 33°18'31"N., long. 84°46'22"W.), extending from the 5-mile radius area to 8.5 miles SE of the RBN.

New Orleans, La.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 30°06'25" N., longitude 90°16'35" W.; to latitude 30°08'20" N., longitude 90°02'30" W.; thence clockwise along the arc of a 7-mile radius circle centered at the New Orleans Airport (latitude 30°02'20" N., longitude 90°01'25" W.); to latitude 30°02'20" N., longitude 89°54'20" W.; to latitude 29°49'40" N., longitude 89°54'20" W.; thence clockwise along the arc of a 7-mile radius circle centered at NAS New Orleans-Alvin Callender Field (latitude 29°49'40" N., longitude 90°01'25" W.); to latitude 29°44'45" N., longitude 90°05'25" W.; to latitude 29°53'45" N., longitude 90°20'00" W.; thence clockwise along the arc of an 8-mile radius circle centered at New Orleans International-Moisant Field (latitude 29°59'25" N., longitude 90°15'15" W.); to point of beginning; and within 2 miles each side of the Harvey VOR 053° radial extending from the VOR to 8 miles NE.

New Philadelphia, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Harry Clever Field (latitude 40°28'15" N., longitude 81°25'10" W.).

Newport, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Newport Municipal Airport (lat. 35°38'25" N., long. 91°10'55" W.), and within 3.5 miles each side of the 163° bearing from the Newport RBN (lat. 35°38'30" N., long. 91°10'00" W.) extending from the 6.5-mile radius area to 11.5 miles south of the RBN.

Newport, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Newport Municipal Airport (lat. 44°34'45" N., long. 124°03'24" W.); within 2 miles each side of the Newport VORTAC 005° radial, extending from the 5-mile radius area to 10 miles N of the VORTAC; within 2 miles each side of the Newport VORTAC 044° radial, extending from the 5-mile radius area to 13 miles NE of the VORTAC; and within 3 miles each side of the Newport VORTAC 341° radial, extending from the 5-mile radius area to 8 miles N of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within lines 5 miles each side of the Newport VORTAC 237° radial including the additional airspace between lines beginning adjacent to the VORTAC and diverging at angles of 5° from the parallel lines extending from the VORTAC to a line extending through lat. 44°35'00" N., long. 124°17'30" W., and lat. 44°22'00" N., long. 124°13'25" W., and that airspace within 5 miles E and 10 miles W. of the Newport VORTAC 341° radial, extending from the VORTAC to 19 miles N.

Newport, Vt.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44°53'32" 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.

New Port Richey, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the West Pasco Airport (lat. 28°11'15" N., long. 83°37'50" W.); excluding the portion within a 1-mile radius of Torri Field (lat. 28°08'17" N., long. 82°40'30" W.).

New Smyrna Beach, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of New Smyrna Beach Airport (lat. 29°03'15" N., long. 80°56'54" W.); excluding that portion that coincides with the Daytona Beach transition area.

Newton, Iowa.
That airspace extending upward from 700 feet above the surface within a 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.).

New Town, N. D.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the New Town Municipal Airport (lat. 47°57'59"N., long. 102°28'36"W.) and within 3 miles each side of the 142° bearing from the New Town NDB (lat. 47°58'15"N., long. 102°28'40"W.) extending from the 5-mile radius to 8.5 miles southeast of the New Town NDB, and that airspace extending upward from 1,200 feet above the surface bounded on the east by the Minot, N. D., 1,200 foot transition area and long. 102°00'00"W., on the south and west by V-71, on the north by V-430 excluding the Williston, N. D., 1,200 foot transition area.

AMENDMENTS 8/9/79 44 F. R. 34104 (Added)

New Ulm, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of New Ulm Municipal Airport (latitude 44°19'15" N., longitude 94°30'05" W.); and within 2 miles each side of the 307° bearing from New Ulm Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport.

New York, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 40° 38'25" N., 73°46'41" W., of John F. Kennedy International Airport, New York, N. Y., extending clockwise from a 035° bearing to a 065° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 065° bearing to a 228° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 228° bearing to a 244° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 244° bearing to a 290° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 290° bearing to a 338° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 338° bearing to a 035° bearing from the airport; within 3 miles each side of the Camarsie, N. Y., VOR 210° radial, extending from the Camarsie, N. Y., VOR to 4 miles southwest of the VOR; within a 9-mile radius of the center, 40°46' 36" N., 73°52'24" W., of LaGuardia Airport, New York, N. Y., extending clockwise from a 029° bearing to a 080° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 080° bearing to a 117° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 117° bearing to a 243° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 243° bearing to a 320° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 029° bearing from the airport; within 3.5 miles each side of the LaGuardia, N. Y., VOR 038° radial, extending from the LaGuardia, N. Y., VOR to 9 miles northeast of the VOR; within 4.5 miles northwest and 6.5 miles southeast of a 027° bearing and a 207° bearing from a point 40°36'21" N., 74°04'34" W., extending from 5.5 miles northeast to 11.5 miles southwest of said point; within 3 miles northwest and 5.5 miles southeast of 229° bearing from a point 40°56'27"N., 73°38'43"W., extending from said point to 8.5 miles southwest of said point; within a 10-mile radius of the center, 40°50'57"N., 74°03'47"W., of Teterboro Airport, Teterboro, N. J.; extending clockwise from a 047° bearing to a 077° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 077° bearing to a 241° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 241° bearing to a 253° bearing from the airport; within a 15-mile radius of the center of the airport, extending clockwise from a 253° bearing to a 047° bearing from the airport; within 9.5 miles northwest and 4.5 miles southeast of the Teterboro Airport ILS localizer southwest course, extending from the OM to 18.5 miles southwest of the OM; within a 9-mile radius of the center, 40°41'40" N., 74°10'02" W., of Newark International Airport, Newark, N. J.
Extending clockwise from a 011° bearing to a 071° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 071° bearing to a 123° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 123° bearing to a 150° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 150° bearing to a 232° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 232° bearing to a 255° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 255° bearing to a 011° bearing from the airport; within 2.5 miles each side of a 105° bearing from a point 40°45'24" N., 74°30'48" W., extending from the 12-mile radius area to 4 miles east of said point; within 5 miles each side of a 098° bearing from the Chatham, N. J., RBN, extending from the 12-mile radius

New York Transition Area continued on next page.

New York, N. Y. (cont.)
area to 2 miles east of the Chatham, N. J., RBN; within a 10-mile radius of the center, 40°47'58" N., 74°24'50" W., of Morristown Municipal Airport, Morristown, N. J., extending clockwise from a 022° bearing to a 116° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 116° bearing to a 225° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 264° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 264° bearing to a 335° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 335° bearing to a 022° bearing from the airport; within 6.5 miles northwest and 4.5 miles southeast of the Morristown Municipal Airport ILS localizer northeast course, extending from 5.5 miles southwest of the OM to 11.5 miles northeast of the OM; within 9.5 miles southeast and 4.5 miles northwest of the Morristown Municipal Airport ILS localizer northeast course, extending from the OM to 18.5 miles northeast of the OM; within 9.5 miles northwest and 4.5 miles southeast of a 204° bearing from the Chatham, N. J., RBN, extending from the Chatham, N. J., RBN to 18.5 miles southwest of the RBN; within 5 miles each side of the Solberg, N. J., VORTAC 067° radial, extending from the Solberg, N. J., VORTAC to 10.5 miles northeast of the VORTAC; within 5 miles each side of the Morristown Municipal Airport ILS localizer southwest course, extending from the localizer to 14.5 miles southwest of the localizer; within a 5.5-mile radius of the center, 40°31'30" N., 74°35'52" W., of Kupper Airport, Manville, N. J.

Extending clockwise from a 064° bearing to a 331° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 331° bearing to a 064° bearing from the airport; within 6.5 miles northeast and 4.5 miles southwest of the Solberg, N. J., VORTAC 298° radial and 118° radial, extending from 5.5 miles southeast to 11.5 miles northwest of the VORTAC; within a 7-mile radius of the center, 40°52'24"N., 74°17'00"W., of Essex County Airport, Caldwell, N. J., extending clockwise from a 062° bearing to a 149° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 149° bearing to a 267° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 267° bearing to a 346° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 346° bearing to a 062° bearing from the airport; within 3.5 miles each side of a 276° bearing from a point 40°52'48" N., 74°20'08" W., extending from said point to 11.5 miles west of said point; within 5 miles each side of a 281° bearing from a point 40°52'48" N., 74°20'08" W., extending from said point to 13.5 miles west of said point; within 9.5 miles northwest and 4.5 miles southeast of a 054° bearing from the Paterson, N. J., RBN, extending from the RBN to 18.5 miles northeast of the RBN; within a 6-mile radius of the center, 40°41'28" N., 74°32'08" W., of Somerset Hills Airport, Basking Ridge, N. J., extending clockwise from a 035° bearing to a 162° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 162° bearing to a 217° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 217° bearing to a 287° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 287° bearing to a 035° bearing from the airport; within 8 miles northwest and 4.5 miles southeast of a 058° bearing and a 238° bearing from the Chatham, N. J., RBN, extending from 5.5 miles southwest of the RBN to 11.5 miles northeast of the RBN; within 5 miles each side of the Sparta, N. J., VORTAC 082° radial, extending from 23 miles east of the VORTAC to 38 miles east of the VORTAC; within an 8.5-mile radius of the center, 40°37'30" N., 74°40'30" W., of Somerset Airport, Somerville, N. J.

Extending clockwise from a 044° bearing to a 138° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 138° bearing to a 274° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 274° bearing to a 312° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 312° bearing to a 044° bearing from the airport, within 8 miles southeast and 4.5 miles northwest of the Solberg, N. J., VORTAC 050° and 230° radials, extending from 5.5 miles northeast of the VORTAC to 11.5 miles southwest of the VORTAC; within 4 miles each side of a 015° bearing from a point 40°28'13"N., 74°01'11"W., extending from said point to 6 miles north of said point; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°19'
00" N., 74°00'00" W., to 41°12'00" N., 74°00'00" W., to 41°11'00" N., 74°09'00" W., to 41°08'10" N., 74°13'00" W., thence northwesterly along the boundary of the State of New Jersey to 41°17'45" N., 74°33'15" W., to 41°19'00" N., 74°33'00" W., to the point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 40°30'00" N., 73°36'00" W.; thence east along 40°30'00" N., to the northwest edge of V-139, thence southwest along the northwest edge of V-139 to 40°12'55" N., 73°19'00" W.; to 40°14'15" N., 73°30'30" W., to 40°21'45" N., 73°40'45" W., to 40°16'35" N., 73°47'30" W., to 40°17'30" N., 73°54'45" W., to 40°17'00" N., 73°58'00" W., to 40°24'00" N., 73°58'00" W., to 40°29'00" N., 74°16'00" W., to 40°32'00" N., 74°16'00" W., to 40°41'00" N., 74°11'45" W., to 40°32'00" N., 73°49'00" W., to 40°32'00" N., 73°45'00" W., to 40°33'00" N., 73°41'00" W., to 40°41'00" N., 73°39'00" W., to 40°55'00" N., 73°50'00" W., to 40°55'00" N., 73°58'00" W., to 41°00'00" N., 73°54'00" W., to 41°00'00" N., 73°33'00" W., to 40°50'00" N., 73°42'00" W., to 40°41'00" N., 73°33'30" W., to the point of beginning. The airspace within W-106 below 3,000 feet MSL is is excluded.

AMENDMENTS 12/18/78 43 F. R. 58807 (Changed)

Nogales, Ariz.
That airspace extending upward from 700 feet above the surface within a five-mile radius of Nogales International Airport (latitude 31°25'00" N., longitude 110°50'55" W.), within 4.5 miles S and 9.5 miles N of the Nogales VOR 289° radial, extending from the VOR to 18.5 miles W of the VOR and within four miles each side of the Nogales VOR 329° radial, extending from the VOR to 21 miles NW of the VOR, that airspace extending upward from 1,200 feet above the surface bounded on the N by the Tucson, Arizona transition area, on the E by longitude 110°45'00" W., on the S by the United States/Mexican border and on the W by longitude 111°18'00"W.

Nome, Alaska
That airspace extending upward from 700 feet above the surface within a 26-mile radius of the Nome VORTAC, extending clockwise from the 277° radial to the 313° radial; and within a 12-mile radius of the Nome VORTAC, extending clockwise from the 313° radial to the 134° radial; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Nome VORTAC.

Norfolk, Nebr.
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Norfolk VOR.

Norfolk, Va.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 37°10'35" N., long. 76°17'35" W.; to lat. 36°49'45" N., long. 75°52'05" W., to lat. 36°29'25" N., long. 76°09'40" W., to lat. 36°35'40" N., long. 76°18'40" W., to lat. 36°54'00" N., long. 76°27'30" W., to lat. 36°54'00" N., long. 76° 36'15" W., to lat. 37°11'30" N., long. 76°46'40" W., to lat. 37°16'10" N., long. 76°39'25" W., to lat. 37°11' 50" N., long. 76°16'20" W., thence to the point of beginning; within 2 miles southeast and 5 miles northwest of the Langley AFB, Hampton, Va. (lat. 37°05'05" N., long. 76°21'25" W.) Runway 7 centerline extended 15 miles northeast of the end of Runway 7; within the arc of an 8.5-mile radius circle centered on Patrick Henry International Airport, Newport News, Va. (lat. 37°07'51" N., long. 76°29'35" W.) extending clockwise from a 323° bearing to a 066° bearing from the center of the airport; within 3.5 miles each side of the Patrick Henry International Airport ILS localizer southwest course, extending from the LOM to 11.5 miles southwest, and within a 9-mile radius of Oceana NAS (Soucek Field) (lat. 36°49'10"N., long. 76°02'05"W.).

North, S. C.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the North AFAF (latitude 33°36'30" N., longitude 81°05'00" W.); excluding the portion within Columbia transition area. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

North Bend, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the North Bend VORTAC 004° radial, extending from the VORTAC to 6 miles north of the VORTAC; within a 13-mile radius arc of the North Bend VORTAC extending clockwise from the 004° radial to 130° radial; within 2 miles each side of the North Bend VORTAC 182° radial, extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles south and 6.5 miles north of the VORTAC 241° radial, extending from the VORTAC to 17 miles southwest; that airspace extending upward from 1,200 feet above the surface within a 22-mile radius arc of the North Bend VORTAC extending clockwise from the west edge of V-27, south of the VORTAC, to the west edge of V-287, north of the VORTAC; within 2.5 miles southeast and 11.5 miles northwest of the North Bend VORTAC 241° radial extending from the VORTAC to 25.5 miles southwest.

North Carolina
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of North Carolina including that airspace within 3 nautical miles of and parallel to the shoreline of North Carolina; and including the additional airspace bounded by a line beginning at latitude 34°09'45" N., longitude 77°45'45" W., to latitude 34°03'05" N., longitude 77°42'30" W., to latitude 34°01'05" N., longitude 77°50'05" W.; thence via a line 3 nautical miles from and parallel to the shoreline to the point of beginning; and that airspace bounded by a line beginning at latitude 33°50'30" N., longitude 78°23'45" W., to latitude 33°45'50" N., longitude 78°31'00" W., to latitude 33°48'10" N., longitude 78°31'45" W.; thence via a line 3 nautical miles from and parallel to the shoreline to the point of beginning; and that airspace extending upward from 2,000 feet MSL to FL-600 bounded on the east by longitude 75°30'00" W., on the south and west by a line 3 nautical miles from and parallel to the shoreline and on the north by lat. 36°33'30"N.

North Conway, N. H.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, latitude 44°01'30" N., longitude 71°06'45" W., of White Mountain Airport, North Conway, N. H.; within 4.5 miles northeast and 6.5 miles southwest of the 128° bearing and the 308° bearing from the North Conway NDB, latitude 44°01'26" N., longitude 71°06'59" W., extending from 6 miles northwest of the NDB to 12 miles southeast of the NDB; and within 4.5 miles northeast and 9.5 miles southwest of the 128° bearing from the North Conway NDB extending 18.5 miles southeast of the NDB.
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., NDB extending from the NDB to 12 miles southeast of the NDB; within 5 miles each side of a direct line extending from the Dalton, N. H., NDB, latitude 44°21'44" N., longitude 71°41'08" W., to the North Conway, N. H., NDB; within 5 miles each side of a direct line extending from the Montpelier, Vt., VOR to the North Conway, N. H., NDB; within 5 miles each side of a direct line extending from the Lebanon, N. H., VOR to the North Conway, N. H., NDB and within 5 miles each side of a line bearing 115° from the North Conway, N. H., NDB extending from the NDB 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.

North Lima, Ohio
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius area of the Youngstown Elser Metro Airport (lat. 40°57'30"N., long. 80°40'30"W.), within 2.5 miles each side of the Akron, Ohio, VORTAC 110° radial extending from the 5.5-mile radius area to 7 miles northwest of the airport excluding that portion that coincides with the Youngstown, Ohio, transition area.

AMENDMENTS 11/29/79 44 F. R. 55559 (Added)

North Philadelphia, Pa.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 40° 04'49" N., 75°00'45" W., of North Philadelphia Airport, Philadelphia, Pa., extending clockwise from a 058° bearing to a 227° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 227° bearing to a 277° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 277° bearing to a 058° bearing from the airport; within 3.5 miles each side of the North Philadelphia VOR 045° radial, extending from the VOR to 10 miles northeast of the VOR; within an 8.5-mile radius of the center, 40°16'39" N., 74°48'49" W., of Mercer County Airport, Trenton, N. J., extending clockwise from a 055° bearing to a 245° bearing from the airport; within a 10-mile radius of the center of the airport extending clockwise from a 245° bearing to a 055° bearing from the airport; within 5 miles each side of the Yardley VORTAC 251° radial, extending from the VORTAC to 5 miles west of the VORTAC; within 3.5 miles each side of the Yardley VORTAC 070° radial, extending from Yardley VORTAC to 16 miles east of the VORTAC; within a 5-mile radius of the center 40°08'15" N., 75°16'00" W., of Wings Field, Philadelphia, Pa., extending clockwise from a 118° bearing to a 181° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 181° bearing to a 305° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 305° bearing to a 118° bearing from the airport; within 4.5 miles northwest and 6.5 miles southeast of a 053° bearing and a 233° bearing from a point 40°05'06"N., 75°21'24"W., extending from 5.5 miles northeast to 11.5 miles southwest of said point; within 5 miles each side of a 255° bearing from a point 40°05'06"N., 75°21'24"W., extending from said point to 6.5 miles west of said point; within 8.5 miles northwest and 3.5 miles southeast of a 233° bearing from the Ambler, Pa., RBN 40°07'33"N., 75°17'08"W., extending from the RBN to 11.5 miles southwest of the RBN; within a 9-mile radius of the center, 40°12'00"N., 75°08'55"W., of Willow Grove NAS, Willow Grove, Pa.; within 5 miles each side of the Willow Grove TACAN 136° radial, extending from the 9-mile radius area to 11.5 miles southeast of the TACAN; within 5 miles each side of the Willow Grove TACAN 325° radial, extending from the 9-mile radius area to 13.5 miles northwest of the TACAN; within an 8.5-mile radius of the center, 40°12'15"N., 75°04'30"W., of Warminster NADC, Warminster, Pa., extending clockwise from a 025° bearing to a 254° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 254° bearing to a 025° bearing from the airport; within 4 miles each side of a 262° bearing from the Willow Grove RBN, extending from the RBN to 8.5 miles west of the RBN; within 1.5 miles each side of the Yardley VORTAC 244° radial, extending from the 8.5-mile radius area centered on Warminster NADC to the VORTAC; within 5 miles each side of the Warminster TACAN 259° radial, extending from the TACAN to 9.5 miles west of the TACAN; within 4.5 miles each side of the Warminster TACAN 083° radial, extending from the TACAN to 9 miles east of the TACAN; within a 5-mile radius of the center, 40°13'15" N., 75°12'45" W. of Turner Field, Prospectville, Pa.; within 8 miles southwest and 3.5 miles northeast of the North Philadelphia VOR 312° radial, extending from 20 miles northwest of the VOR to 31.5 miles northwest of the VOR; within 5 miles each side of the North Philadelphia VOR 312° radial, extending from 20 miles northwest of the VOR to 26 miles northwest of the VOR; within 2.5 miles each side of the North Philadelphia VOR 312° radial extending from 18 miles northwest of the VOR to 20 miles northwest of the VOR; within a 5-mile radius of the center, 40°11'18" N., 74°53'54" W. of Buehl Field, Langhorne, Pa., extending clockwise from a 032° bearing to a 254° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 254° bearing to a 320° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 320° bearing to a 032° bearing from the airport; within 2 miles each side of the North Philadelphia VOR 038° radial, extending from the 5-mile radius to the North Philadelphia VOR; within 5 miles each side of a 219° bearing and a 039° bearing from a point, 40°05'51"N., 74°49'49"W., extending from 6 miles southwest of said point to 12 miles northeast of said point.

AMENDMENTS 1/29/79 44 F. R. 5648 (Changed)

North Platte, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lee Bird Field (latitude 41°07'42" N., longitude 100°41'47" W.); and within 2 miles each side of the North Platte VOR 209° radial, extending from the 10-mile radius area to 8 miles southwest of the VOR; and within 5 miles each side of the 301° bearing from Lee Bird Field, extending from the 10-mile radius area to 11.5 miles northwest of the airport.

North Vernon, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the North Vernon Municipal Airport (latitude 39°02'30" N., longitude 35°36'45" W.) and within 3.5 miles either side of a 220° bearing from the airport extending from the 5-mile radius area to 7.5 miles SW of the airport.

Northway, Alaska
That airspace extending upward from 700 feet above the surface within 5 miles NE and 8 miles SW of the 307° and 127° bearings from the Nabesna, Alaska, RBN, extending from 8 miles SE to 12 miles NW of the RBN; 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 Nabesna RBN, extending from 22 miles SE to 42 miles NW of the RBN.

Norwich, N. Y.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 42°34' 00"N., 75°31'30"W., of Lt. Warren Eaton Airport, Norwich, N. Y.; within a 12.5-mile radius of the center of the airport, extending clockwise from a 071° bearing to a 103° bearing from the airport; within a 13.5-mile radius of the center of the airport, extending clockwise from a 235° bearing to a 351° bearing from the airport.

Oakdale, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Oakdale Airport (latitude 37°45'23" N., longitude 120°48'01" W.) and within 2.5 miles each side of the Stockeon VORTAC 104° radial, extending from the 3-mile radius area to 16 miles E of the VORTAC.

Oak Grove, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Oak Grove HOLF (Navy), N. C. (lat. 35°01'15" N., long. 77°15'12" W.), excluding the portion within New Bern, N. C., transition area. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Oakland, Md.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center lat. 39° 34'49" N., long. 79°20'25" W. of Garrett County Airport, Oakland, Md., and within 2 miles each side of the Grantsville VORTAC 256° radial, extending from the 6-mile radius area to 9 miles west of the VORTAC.

Ocala, Fla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Ocala Municipal (Jim Taylor Field) Airport (lat. 29°10'18" N., long. 82°13'26" W.).

Ocean City, Md.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 38°18'35" N., long. 75°07'09" W. of Ocean City Airport, Ocean City, Md.; within 2.5 miles each side of the Snow Hill, Md., VORTAC 047° radial, extending from the 5-mile radius area to 18.5 miles northeast of the VORTAC, excluding the portion outside the United States.

Oceanside, Calif.
That airspace extending upward from 700 feet above the surface between the Oceanside VORTAC 316° and 136° radials and a line 5 miles northeast of and parallel to the Oceanside VORTAC 316° and 136° radials, extending from latitude 33°15'00" N., to 5 miles northwest of the VORTAC.

Oconto, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Oconto Municipal Airport (lat. 44°52'00"N., long. 87°54'30"W.); and within 3 miles each side of the 280° bearing from the Oconto Airport, extending from the 5-mile radius area to 8 miles west of the airport.

Ocracoke, N.C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ocracoke Island Airport (lat. 35°06'04"N., long. 75°57'57"W.); within 3 miles each side of the 059° bearing from the Ocracoke RBN (lat. 35°06'16"N., long. 75°57'50"W.), extending from the 5-mile radius area to 8.5 miles northeast of the RBN, excluding the portion outside of the continental limits of the United States.

Oelwein, Iowa
That airspace extending upward from 700 feet above the surface within a 6-statute mile radius of the Oelwein Municipal Airport (latitude 42°41'04" N., longitude 91°58'42" W.); and within 3.5 statute miles each side of the 303° bearing from the airport reference point extending from the 6-mile radius to 11.5 miles northwest of the airport.

Ogallala, Nebr.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Searle Airport (lat. 41°07'00"N., long. 101°46'00"W.); and that airspace within the State of Colorado extending upward from 1,200 feet above the surface within 9.5 miles south of the Searle VOR (lat. 41°07'08.3"N., long. 101° 46'32.6"W.) 258° radial extending to 18.5 miles west.

AMENDMENTS 4/19/79 44 F. R. 6904 (Changed)

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 International Airport, Ogdensburg, N. Y., within 4.5 miles each side of a 075° bearing from the Ogdensburg RBN (lat. 44°41'30"N., long. 75°24'25"W.) extending from the RBN to 11.5 miles east of the RBN, excluding the portion over Canada. That airspace extending upward from 1,200 feet above the surface beginning at lat. 44°16'00"N., long. 75°30'00"W., to lat. 44°16'00"N., long. 76° 10'00"W., thence NE along the U.S./Canadian border to lat. 44°56'00"N., long. 75°05'00"W., to lat. 44°42' 00"N., long. 75°05'00"W., to lat. 44°42'00"N., long. 74°54'00"W.; to lat. 44°36'00"N., long. 75°00'00"W.; to point of beginning.

AMENDMENTS 11/29/79 44 F. R. 53736 (Changed)

Ohio
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Ohio.

Oklahoma
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Oklahoma, excluding the portion within R-5601A.

Oklahoma City, Okla.
That airspace west of longitude 97°10'00" W. extending upward from 700 feet above the surface within a 23-mile radius of latitude 35°24'25" N., longitude 97°23'50" W.; within 10 miles west and 5 miles east of the Will Rogers World Airport, runway 35R ILS south course, extending from the LOM to 18.5 miles south of the LOM; and within 2 miles each side of the Wiley Post VOR (latitude 35°31'58.4"N., longitude 97°38'48.7"W.) 269° radial extending from the 23-mile radius area to 7 miles west of the Wiley Post VOR; and within a 5-mile radius of the Cimarron, Okla., Municipal Airport (latitude 35°29'15"N., longitude 97°49'00"W.).
PENDING AMENDMENT
The Oklahoma City, Okla., transition area is amended by deleting "and within a 5-mile radius of the Cimarron, Okla., Municipal Airport (lat. 35°29'15"N., long. 97°49'00"W.)." and substituting "and within a 6.5-mile radius of the Clarence E. Page Municipal Airport (lat. 35°29'15"N., long. 97°49'00"W.)." therefor.

AMENDMENTS 1/24/80 44 F. R. 65734 (Changed)

Okmulgee, Okla.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Okmulgee, Okla., Airport (latitude 35°39'45" N., longitude 95°56'45" W.); and within 8 miles S and 5 miles N of the Okmulgee VOR 068° Radial extending from the VOR to 12 miles E.

Old Bridge, N. J.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 40°19'47"N., 74°20'47"W., of Old Bridge Airport, Old Bridge, N. J.; within 4.5 miles northwest and 6.5 miles southeast of the Robbinsville, N. J., VORTAC 042° radial, extending from 12.5 miles northeast of the VORTAC to 30 miles northeast of the VORTAC.

Olean, N. Y.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 42°14'20" N., long. 78°22'30" W. of Olean Municipal Airport and within 3.5 miles each side of the Olean, N. Y., RBN (lat. 42°17'20" N., long. 78°20'08" W.) 028° bearing extending from the 8-mile radius area to 11.5 miles northeast of the RBN.

Olivia, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Olivia Municipal Airport (latitude 44°46'44" N., longitude 95°01'58" W.); and within 2 miles each side of the 193° bearing from the airport extending from the 5-mile radius area to 6.5 miles south of the airport.

Olney, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Olney-Noble Airport (latitude 38°43'20" N., longitude 88°10'25" W.); within 2 miles each side of the 223° bearing from the airport, extending from the 5-mile radius area to 8 miles southwest of the airport, and within 2 miles each side of the 344° radial of Samsville VORTAC, extending from the 5-mile radius area to 5.5 miles southeast of the airport.

Olney, Tex.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Olney Municipal Airport (lat. 33°21'00"N., long. 98°49'00"W.) and within 4 miles each side of the 329° bearing from the Olney NDB (lat. 33°21'15"N., long. 98°48'57"W.) extending from the 6.5-mile radius area to 8.5 miles northwest of the NDB.

Omaha, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Eppley Field (lat. 41°18'00"N., long. 95°53'35"W.); within 2 miles each side of the Eppley Field ILS localizer southeast course, extending from the 10-mile radius area to 15 miles southeast of the airport; and within 5 miles northeast and 8 miles southwest of the Eppley Field ILS localizer northwest course, extending from the 10-mile radius area to 12 miles northwest of the outer marker; within an 8.5-mile radius of Offutt AFB (lat. 41°07'20"N., long. 95°54'35"W.); within a 5-mile radius of Council Bluffs, Iowa, Municipal Airport (lat. 41°15'35"W., long. 95°45'40"W.); and within 2 miles each side of the Omaha VORTAC 341° radial, extending from the 5-mile radius area to the VORTAC.

AMENDMENTS 4/19/79 44 F. R. 11531 (Rewritten)

Omak, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Omak Airport (latitude 48°27'50" N., longitude 119°31'00" W.), within 2 miles each side of the 177° bearing from the Omak radio beacon (latitude 48°27'13" N., longitude 119°30'56" W.), extending from the 5-mile radius area to 8 miles S of the radio beacon; and that airspace extending upward from 1,200 feet above the surface, within 7 miles E and 10 miles W of the 177° and 357° bearings from the Omak radio beacon, extending from 8 miles N to 20 miles S of the radio beacon.

Oneida, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Scott Municipal Airport (lat. 36°27'23" N., long. 84°35'10" W.);
within 3 miles each side of the 055° bearing from Scott RBN (lat. 36°27'26" N., long. 84°35'11" W.), extending from the 5.5-mile radius area to 8.5 miles northeast of the RBN.

O'Neill, Nebr.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of O'Neill Municipal Airport (latitude 42°28'10" N., longitude 98°41'15" W.); and within 3½ miles each side of the O'Neill VORTAC 315° radial, extending from the 5½-mile radius area to 12 miles northwest of the VORTAC.

Oneonta, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (42° 31'25" N., 75°04'00" W.) of Oneonta Municipal Airport, Oneonta, N. Y., and within 2 miles each side of the Rockdale, N. Y., VORTAC 067° radial extending from the 7-mile radius area to the VORTAC.

Ontario, Oreg.
That airspace extending upward from 700 feet above the surface within 4.5 miles west and 9.5 miles east of the 168° and 348° bearings from the Ontario, Oreg., RBN, extending from 18.5 miles south to 6 miles north of the RBN.

Ontonagon, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ontonagon County Airport (latitude 46°50'47" N., longitude 89°21'29" W.); and within 3 miles each side of a 042° bearing from Ontonagon County Airport, extending from the 6-mile radius area to 7.5 miles northeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles northwest and 9½ miles southeast of the 042° bearing from Ontonagon County Airport, extending from the airport to 18½ miles northeast of the airport.

Opelousas, La.
That 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.

Orange, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Orange NDB (lat. 30°04'14"N., long. 93°47'42"W.) within 2.5 miles each side of the 159°M bearing (165°T bearing) from the Orange NDB extending from the 5-mile radius to 8 miles southeast of the Orange NDB and within 2.5 miles each side of the 028°M bearing (034°T bearing) from the Orange NDB extending from the 5-mile radius to 8 miles northeast of the Orange NDB.

Orange, Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 38°14'44"N., long. 78°02'50"W., of the Orange County Airport, Orange, Va., and within 3.5 miles each side of the Gordonsville VORTAC, 020° radial, to 2 miles southwest of the radius circle excluding that area which lies within the Gordonsville, Va., transition area.

AMENDMENTS 11/29/79 44 F. R. 68448 (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; within 3 miles each side of Edisto VOR/DME (latitude 33°27'25" N., longitude 80°51'34" W.) 230° radial, extending from the 7.5-mile radius area to 8.5 miles southwest of the VOR/DME.

Orange City, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Orange City Municipal Airport (lat. 42°59'25"N., long. 96°03'45"W.); and within 3 miles each side of the 172° bearing from the Orange City Municipal Airport, extending from the 5-mile radius area to 8½ miles south of the airport.

Orange Grove, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Orange Grove NALF (latitude 27°54'03" N., longitude 98°03'05" W.), within 2.5 miles each side of the NAS Kingsville TACAN 332° radial extending from the 5-mile area to 21 miles northwest of the NAS Kingsville TACAN and within 5 miles each side of the NAS Kingsville TACAN 31-mile arc extending from the 5-mile radius area to the NAS Kingsville TACAN 320° radial excluding that portion that lies within the Alice, Tex., control zone.

Orland, Calif.
That airspace extending upward from 700 feet above the surface within a three-mile radius of Haigh Field (lat. 39°43'16"N., long. 122°08'50"W.); and within three miles each side of the Chico VOR 253° radial, extending from the three-mile radius area to twelve miles west of the VOR.

Orlando, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Herndon Airport (lat. 28°32'40"N., long. 81°19'55"W.); within an 8.5-mile radius of Orlando International Airport (lat. 28° 25'55" N., long. 81° 19'15" W.); within 3 miles each side of Orlando VORTAC 175° radial, extending from the 8.5-mile radius area to 23 miles south of the VORTAC; within 3 miles each side of McCoy ILS localizer south course, extending from the 8.5-mile radius area to 9.5 miles south of the OM; within a 6.5-mile radius of Kissimmee Municipal Airport (lat. 28°17'30" N., long. 81°26'15" W.); within 3 miles each side of the 322° bearing from Kissimmee RBN (lat. 28°17'21" N., long. 81°26'05" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Orr, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Orr Municipal Airport (latitude 48°01'00" N., longitude 92°51'21" W.); within 3 miles each side of the 324° bearing from the Orr Municipal Airport, extending from the 5-mile radius to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 9½ miles west of the 324° bearing of the Orr Municipal Airport extending from the airport to 18½ miles northwest; within 5 miles each side of the 144° bearing of the Municipal Airport extending from the airport to 12 miles southeast of the airport.

Osceola, Wis.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Osceola Municipal Airport (latitude 45°18'40" N., longitude 92°41'30" W.); and within 3 miles each side of the 114° bearing from Osceola Municipal Airport, extending from the 6½-mile radius to 8 miles southeast of the airport.

Oscoda, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wurtsmith AFB (latitude 44°27'00" N., longitude 83°24'00" W.); within 2 miles each side of the Wurtsmith AFB TACAN 232° radial extending from the 7-mile radius area to 14 miles SW of the TACAN; and within 2 miles each side of the Wurtsmith AFB TACAN 064° radial extending from the 7-mile radius area to 14 miles NE of the TACAN.

Oshkosh, Nebr.
That airspace extending upward from 700 feet above the surface within a 9½-mile radius of Oshkosh Municipal Airport (latitude 41°22'55" N., longitude 102°21'12" W.).

Oshkosh, Wis.
That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 44°24'00" N., longitude 88°45'00" W., to latitude 44°24'00" N., longitude 88°27'00" W., to latitude 44°19'00" N., longitude 88°19'00" W., to latitude 43°33'00" N., longitude 88°19'00" W., to latitude 43°33'00" N., longitude 88°53'00" W., to latitude 43°52'00" N., longitude 88°53'00" W., to point of beginning.

Oskaloosa, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Oskaloosa Municipal Airport (lat. 41°13'36"N., long. 92°29'30"W.) excluding the portion that overlies the Ottumwa, Iowa, transition area.

AMENDMENTS 2/22/79 43 F. R. 53418 (Added)

Oswego, N. Y.
That airspace extending upward from 1,200 feet above the surface beginning at latitude 43°24'00" N., longitude 76°45'00" W., to latitude 43°24'00" N., longitude 77°50'00" W.; to latitude 43°20'00" N., longitude 77°50'00" W.; to latitude 43°20'00" N., longitude 78°00'00" W.; thence north along longitude 78°00'00" W., to the U. S./Canadian border, thence east along the U. S./Canadian border to longitude 75°00'00" W.; thence to latitude 43°32'00" N., longitude 76°23'00" W.; to latitude 43°24'00" N., longitude 76°40'00" W.; to point of beginning.

Ottawa, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Putnam County Airport (latitude 41°02'08" N., longitude 83°59'01" W.); within 3 miles each side of the 090° bearing from the airport extending from the 5-mile radius area to 8.5 miles east of the airport.

Ottumwa, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Ottumwa Industrial Airport (latitude 41°06'20" N., longitude 92°26'50" W.) and within 2 miles each side of the Ottumwa VORTAC 309° radial extending from the 6-mile radius area to 13 miles northwest of the airport.

Owatonna, Minn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Owatonna Municipal Airport (lat. 44°07'15"N., long. 93°15'16"W.), within 1.25 miles each side of the 315° bearing from Owatonna Municipal Airport, extending from the Owatonna 5.5-mile radius area to 9 miles northwest of the airport; and within 2 miles each side of the 134° bearing from Owatonna Municipal Airport, extending from the Owatonna 5.5-mile radius area to 6 miles southeast of the airport, excluding the portion within the Faribault, Minn., transition area.

Owensboro, Ky.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Owensboro-Daviess County Airport (lat. 37°44'31" N., long. 87°09'57" W.).

Oxford, Conn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius area of the center of lat. 41°28'45"N., long. 73°08'10"W., of Waterbury-Oxford Airport, Oxford, Conn., and within 4.5 miles each side of the Oxford, Conn., Waterbury NDB (lat. 41°31'45"N., long. 73°08'36"W.) 354° bearing extending from the 7-mile radius area to 11 miles north of the NDB.

Oxford, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the University-Oxford Airport (latitude 34°23'05" N., longitude 89°32'10" W.); within 3 miles each side of the 280 bearing from Oxford RBN (latitude 34°23'00" N., longitude 89°32'30" W.), extending from the 5-mile radius area to 8.5 miles west of the RBN; within 3 miles each side of the 094° bearing from Runway 27, extending from the 5-mile radius area to 8.5 miles east of the airport.

Oxford, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Oxford-Henderson Airport (lat. 36°21'50"N., long. 78°31'42"W.).

Oxford, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center (39°30 10" N., 84°47'15" W.) of Miami University Airport, Oxford, Ohio, and within 2 miles each side of the Oxford, Ohio, RBN (39°30'27" N., 84°46'50" W.) 225° bearing extending from the 5-mile radius area to 11 miles southwest of the RBN.

Oxnard, Calif.
That airspace extending upward from 700 feet above the surface beginning at lat. 34°01'50" N., long. 119°03' 00" W., to lat. 34°02'30" N., long. 118°53'30" W., to lat. 34°19'30" N., long. 118°53'00" W., to lat. 34°19' 30" N., long. 119°29'50" W., thence 3 nautical miles from and parallel to the shoreline to lat. 34°14'50" N., long. 119°22'00" W., to lat. 34°14'45" N., long. 119°23'30" W., to lat. 34°06'55" N., long. 119°22'30" W., to lat. 34°07'45" N., long. 119°15'00" W., thence via a 7-mile radius of the Point Mugu RBN to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34° 30'00"N., long. 118°50'00"W.; to lat. 34°00'00"N., long. 118°50'00"W.; to lat. 34°00'00"N., long. 119°05' 00"W.; to lat. 33°52'30"N., long. 119°06'59"W.; to lat. 33°28'30"N., long. 119°07'00"W.; to lat. 32°56'31"N., long. 119°07'00"W.; to lat. 32°54'10"N., long. 119°10'01"W.; to lat. 33°35'36"N., long. 120°00'00"W.; to lat. 34°20'00"N., long. 120°00'00"W.; to lat. 34°20'00"N., long. 119°30'00"W.; to lat. 34°30'00"N., long. 119°30'00"W.; thence to the point of beginning; and that airspace extending upward from 5,000 feet MSL bounded by a line beginning at lat. 34°08'00"N., long. 120°00'00"W.; to lat. 34°00'00"N., long. 120°00'00"W.; to lat. 34°00'00"N., long. 120°30'00"W.; to lat. 34°06'15"N., long. 120°30'00"W.; to lat. 34°08'00"N., long. 120°26'00"W.; to the point of beginning.

Ozark, Ark.
That airspace extending upward from 700 feet above the surface within a 9-statute-mile radius of Ozark-Franklin County Airport, Ozark, Ark. (lat. 35°30'36"N., long. 93°50'23"W.); and within 3.5 statute miles each side of the 167° bearing from the Ozark RBN (lat. 35°30'27"N., long. 93°50'26"W.), extending from the 9-mile-radius area to 11.5 statute miles south of the RBN.

Ozark, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Air Park South Airport (lat. 37°03'35"N., long. 93°14'08"W.); within 2.75 miles either side of the Springfield, Mo., VORTAC 166°T radial, extending from the 5-mile radius to 4.5 miles north, excluding that portion which overlies the Springfield, Mo., control zone and 700-foot transition area.

Paducah, Ky.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Barkley Field (lat. 37°03'45" N., long. 88°46'23" W.); within 5 miles each side of Cunningham VORTAC 225° radial, extending from the 10-mile radius area to 11.5 miles southwest of the VORTAC.

Paducah, Tex.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Paducah, Tex., Dan E. Richards Airport (latitude 34°01'30" N., longitude 100°17'00" W.).

Page, Ariz.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Page Airport (latitude 36°55'29" N., longitude 111°26'54" W.); within 2 miles each side of the Page VOR 340° radial, extending from the 6-mile radius area to 11 miles NW of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles NE and 9 miles SW of the Page VOR 340° radial extending from the VOR to 18 miles NW of the VOR; and within 6 miles E and 9 miles west of the Page VOR 175° radial extending from the VOR to 11.5 miles S of the VOR.

Pahokee, Fla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Palm Beach County Glades Airport (lat. 26°47'15" N., long. 80°41'45" W.); within 3 miles each side of Pahokee VORTAC 312° radial, extending from the 5-mile radius area to 9.5 miles north of the VORTAC.

Palacios, Tex.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Palacios VORTAC 308° radial extending from the VORTAC to 8 miles northwest of the VORTAC.

Palestine, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Palestine Municipal Airport (latitude 31°47'00" N., longitude 95°42'10" W.) and within 3 miles each side of the 193° bearing from the Palestine RBN (latitude 31°46'48" N., longitude 95°42'03" W.) extending from the 8.5-mile radius to 8.5 miles south of the RBN.

Palm Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Palm Beach International Airport (lat. 26°41'05" N., long. 80°05'35" W.); within a 6.5-mile radius of Palm Beach County Park Airport (lat. 26°35'15" N., long. 80°05'15" W.); excluding the portion outside the continental limits of the United States.

Palmdale, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles S and 7 miles N of the Palmdale VORTAC 298° radial extending from the VORTAC to 18 miles NW; within 6 miles S and 12 miles N of the Palmdale VORTAC 298° and 118° radials extending from 11 miles NW to 13 miles SE of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°36'30" N., longitude 118°45'00" W., to latitude 35°44'00" N., longitude 117°53'00" W., to latitude 36°07'00" N., longitude 117°53'00" W., to lat. 36°07'00"N., long. 117°35'00"W., to lat. 35°47'46"N., long. 116°55'20"W., to lat. 35°21'35.8"N., long. 116°55'20"W., to lat. 35°34'30"N., long. 116°29'40"W., to lat. 35°34'30"N., long. 116°29'40"W., to lat. 35°34'30"N., long. 116°23'30"W., to lat. 35°28'35"N., longitude 116°18'45" W., to latitude 35°21'30" N., longitude 116°13'00" W., to latitude 34°43'00" N., longitude 116°13'00" W., thence W along latitude 34°43'00" N., to the SE boundary of V-21, thence along the SE boundary of V-21 to latitude 34°30'00" N., thence W along latitude 34°30'00" N., to longitude 118°20'00" W., thence N along longitude 118°20'00" W., to the S boundary of V-137, thence W along the S boundary of V-137 to longitude 118°45'00" W., thence to point of beginning.

Palmer, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 42°13'25"N., 72°18'45"W., of Metropolitan Airport, Palmer, Mass.; within 2 miles each side of the Runway 4 centerline extended from the 5-mile radius area to 9 miles northeast of the end of the runway; within 2 miles each side of the Runway 22 centerline extended from the 5-mile radius area to 9 miles southwest of the end of the runway, and within 4.5 miles each side of the 202° bearing from the Palmer, Mass., RBN 42°13'26"N., 72°18'47"W., extending from the 5-mile radius area to 10.5 miles south of the RBN, excluding the portion which coincides with the Chicopee Falls, Mass., transition area.

Palm Springs, Calif.
That airspace extending upward from 700 feet above the surface beginning at lat. 34°05'00"N., long. 116°34'00"W., to lat. 33°42'45"N., long. 115°53'30"W., to lat. 33°26'00"N., long. 116°09'30"W., to lat. 33°55'00"N., long. 116°46'00"W., to point of beginning.

Pampa, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Perry Le Fors Airport (latitude 35°36'25" N., longitude 100°59'55" W.), and within 3½ miles each side of the 001° bearing from the Pampa RBN (latitude 35°36'40" N., longitude 100°59'45" W.), extending from the 7-mile radius area to 11.5 miles north of the RBN.

Panama City, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Panama City-Bay County Airport (latitude 30°12'41" N., longitude 85°40'57" W.); within an 8.5-mile radius of Tyndall AFB (latitude 30°04'15" N., longitude 85°34'30" W.); within 3 miles each side of the Panama City VOR 059° and 310° radials, extending from the 8.5-mile radius area to 8.5 miles northeast and northwest of the VOR; excluding the airspace outside of the continental limits of the United States.

Paragould, Ark.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Paragould Municipal Airport (latitude 36°03'52" N., longitude 90°30'45" W.), and within 2 miles each side of the 235° bearing from the Paragould RBN (latitude 36°03'52" N., longitude 90°30'45" W.), extending from the 7-mile radius area to 8 miles southwest of the RBN excluding the portion within the Jonesboro, Ark., control zone.

Paris, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Edgar County Airport (latitude 39°42'02" N., longitude 87°39'57" W.); and within 3 miles either side of the 072° bearing from the airport extending from the 5-mile radius area to 8 miles from the airport.

Paris, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Henry County Airport (lat. 36°20'15"N., long. 88°23'00"W.); within 2 miles each side of the 015° bearing from the Trainer RBN (lat. 36°14'57"N., long. 88°24'52"W.), extending from the 5-mile radius area to the RBN.

AMENDMENTS 3/15/79 44 F. R. 15653 (Changed)

Paris, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Cox Field, Paris, Tex. (latitude 33°38'17" N., longitude 95°26'54" W.), and within 2 miles each side of the Paris, Tex., VOR 357° radial extending from the 6-mile radius area to the VOR.

Parker, Calif.
That airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Parker VORTAC 071° and 251° radials, extending from 9 miles SW to 20 miles NE of the VORTAC.

Parkersburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 39°20'44" N., long. 81°26'16" W. of Wood County (Gill Robb Wilson Field) Airport, Parkersburg, W. Va.; within 5 miles each side of the Wood County (Gill Robb Wilson Field) Airport ILS localizer south course, extending from the 9-mile radius area to 10 miles south of the OM; within 4.5 miles west and 6.5 miles east of a 200° and a 020° bearing from the Wood County (Gill Robb Wilson Field) Airport ILS localizer south course OM, extending from 5.5 miles north to 11.5 miles south of the OM; and within 5 miles each side of a 086° bearing from a point, lat. 39°09'38" N., long. 81°38'35" W., extending from said point to 5 miles east of the Wood County (Gill Robb Wilson Field) Airport ILS localizer south course.

Park Rapids, Minn.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Park Rapids Municipal Airport (latitude 46°53'53" N., longitude 95°04'08" W.); within 3 miles each side of the 132° bearing from the airport extending from the 6½-mile radius area to 8 miles southeast of the airport; within 3 miles each side of the 320° bearing from the airport extending from the 6½-mile radius area to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 132° bearing from the airport extending from the airport to 18½ miles southeast; within 4½ miles northeast and 9½ miles southwest of the 320° bearing from the airport extending from the airport to 18½ miles northwest.

Parsons, Kans.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Tri-City Airport (latitude 37°19'52" N., longitude 95°30'32" W.); and within 3 miles each side of the 173° bearing from the Parsons RBN extending from the 6.5-mile radius to 8.5 miles south of the RBN, and within 3 miles each side of the 008° bearing from the Parsons RBN extending from the 6.5-mile radius to 8.5 miles north of the RBN.

Pascagoula, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Jackson County Airport (latitude 30°22'43" N., longitude 88°29'37" W.); within 3 miles each side of the 060° bearing from Pascagoula RBN (latitude 30°22'53" N., longitude 88°29'33" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Pasco, Wash.
That airspace extending upward from 700 feet above the surface within 10.5 miles northwest and 6 miles southeast of the Pasco VOR 046° and 226° radials extending from 23 miles northeast to 12 miles southwest of the VOR; within 9.5 miles northeast and 7 miles southwest of the Pasco VOR 131° radial extending from the VOR to 30.5 miles southeast of the VOR; within 5 miles north and 7.5 miles south of the Pasco VOR 288° radial extending from 8 miles west of the VOR to 26.5 miles west of the VOR.
That airspace extending upward from 1200 feet above the surface, southwest of Pasco, Wash., bounded on the north by the south edge of V-298, on the east by the west edge of V-112W and on the southwest by the northeast edge of V-4.

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 an 8.5-mile radius of Harry P. Williams Memorial Airport (lat. 29°42'40"N., long. 91°20'18"W.), and within 3.5 miles each side of the 228° bearing from the Patterson NDB (lat. 29°42'32"N., long. 91°20'14"W.) extending from the 8.5-mile radius area to 11.5 miles southwest of the NDB.

AMENDMENTS 6/14/79 44 F. R. 21764 (Rewritten)

Patuxent River, Md.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Patuxent VORTAC, excluding the portion NW of a line extending from latitude 38°15'00"N., longitude 76°39'20"W., to latitude 38°26'20"N., longitude 76°14'00"W.

Pawtucket, 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, and within 5 miles each side of the 097° radial from the PUTNAM VORTAC extending from the 5-mile radius to VORTAC, and within 4 miles each side of Runway 5 centerline extended from the 5-mile radius area to 9 miles southwest of the runway threshold and within 2.5 miles each side of Runway 23 centerline extended from the 5-mile radius area to 6 miles northeast of the runway threshold; excluding that portion that coincides with the Providence, R. I., Danielson, Conn., Hopedale, Mass., and Southbridge, Mass., 700-foot transition areas.

Peach Springs, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the Peach Springs VORTAC 074° and 254° radials, extending from 9 miles W to 20 miles E of the VORTAC. That airspace extending upward from 9,000 feet MSL bounded on the north by a line 5 miles north of and parallel to a direct line between the Grand Canyon, Ariz., VOR and the Boulder City, Nev., VORTAC, on the south by the north edge of V-210 and on the southwest by the northeast edge of V-105E.

Pearsall, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of McKinley Field Airport (latitude 28°49'00" N., longitude 99°07'00" W.) and within 2.5 miles either side of the Cotulla, Tex., VORTAC 001° radial extending from the 5-mile radius area to 18.5 miles north of the VORTAC.

Pecos, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Pecos, Tex., Municipal Airport (latitude 31°23'45" N., longitude 103°30'50" W.); and within 2 miles each side of the Pecos VOR 146° radial, extending from the 6-mile radius area to the VOR.

Peebles, Ohio
That airspace extending upward from 700 feet above the surface within a 7-nautical-mile radius of the center (lat. 38°55'16"N., long. 83°10'37"W.) of General Electric Airport, Peebles, Ohio; excluding that portion which overlies the Salamon, Ohio, transition area.

Pella, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Pella Municipal Airport (lat. 41°24'10" N., long. 92°56'40" W.); and within 3 miles each side of the 176° bearing from the Pella Municipal Airport extending from the 5-mile radius to 8 miles south of the airport.

Pellston, Mich.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Emmet County Airport (lat. 45°34'09" N., long. 84°47'45" W.) and within a 6-mile radius of the Cheboygen Municipal Airport (lat. 45°39'15" N., long. 84°31'06" W.); within 5 miles each side of the Pellston VORTAC 238° radial, extending from the 11-mile radius area to 22 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Pellston VORTAC north of parallel 45°45' excluding the portion overlying the Sault Ste. Marie, Mich., transition area.

Pendleton, Oreg.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of latitude 45°41'30" N., longitude 118°47'24" W.; within 4.5 miles each side of the Pendleton VORTAC 254° radial extending from the 12-mile radius area to 12.5 miles west of the VORTAC; within 4.5 miles north and 1 mile south of the Pendleton 273° radial extending from the 12-mile radius area to 8 miles west of the VORTAC; and within 9.5 miles north and 5 miles south of the Pendleton 090° bearing from the Pendleton ILS OM (latitude 45°41'45" N., longitude 118°43'46" W.), extending from the 12-mile radius area to 18.5 miles east of the OM within a 5-mile radius of the Hermiston Municipal Airport (lat. 45° 49'39"N., long. 119°15'41"W.) and within 2.5 miles each side of the Pendleton VORTAC 300° radial, extending from the 5-mile radius area to the Pendleton VORTAC; that airspace extending upward from 1,200 feet above the surface within 11 miles 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-298.

Pennington Gap, Va.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 36° 44'33" N., long. 83°01'50" W. of Lee County Airport, Pennington Gap, Va.

Pennsylvania
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 42°40'00" N., longitude 75°30'00" W., to latitude 42°10'00" N., longitude 75°25'00" W., to latitude 42°00'00" N., longitude 75°26'00" W., to latitude 42°00'00" N., longitude 75°00'00" W., to latitude 41°31'00" N., longitude 75°07'00" W., to latitude 40°56'16" N., longitude 75°11'04" W., to latitude 40°48'00" N., longitude 75°00'00" W., to latitude 40°49'00" N., longitude 74°37'00" W., to latitude 40°38'00" N., longitude 74°49'30" W., to latitude 40°31'15" N., longitude 74°42'30" W., to latitude 40°24'20" N., longitude 74°45'40" W., to latitude 40°16'10" N., longitude 74°39'20" W., to latitude 40°00'35" N., longitude 74°54'35" W., to latitude 39°53'00" N., longitude 74°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°25'25" N., longitude 75°46'05" W., thence northerly along the Delaware State line to the Pennsylvania State line; thence westerly and northerly along the Pennsylvania State line to the United States/Canadian Border; thence northeasterly along the United States/Canadian Border to longitude 79°19'30" W.; to latitude 42°37'00" N., longitude 79°15'00" W.; to latitude 42°32'00" N., longitude 78°52'00" W., to latitude 42°32'00" N., longitude 77°36'00" W.; to latitude 42°40'00" N., longitude 77°23'45" W.; to latitude 42°41'30" N., longitude 76°23'00" W.; to point of beginning.

Penn Yan, N. Y.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 42° 38'30" N., 77°03'20" W., of Penn Yan Airport, Penn Yan, N. Y.; within 3 miles each side of a 095° bearing from the Penn Yan, N. Y., RBN 42°38'38" N., 77°03'22" W., extending from the 5.5-mile radius area to 8.5 miles east of the RBN.

Pensacola, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Pensacola Regional Airport (lat. 30°28'25"N., long. 87°11'20"W.); within 3 miles each side of the ILS localizer north course, extending from the 8.5-mile radius area to 8.5 miles north of Brent LOM; within an 8.5-mile radius of Forrest Sherman Field (lat. 30°20'53"N., long. 87°19'04"W.); and within a 17.5-mile radius of the NAS Pensacola TACAN, extending clockwise from the 070° radial to the 270° radial.

Peoria, Ill.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 40°54'N., long. 89°59'W., to lat. 40°53'N., long. 89°33'W., to lat. 40°49'N., long. 89°29'W., to lat. 40°23'N., long. 89°34'W., to lat. 40°26'N., long. 90°07'W., to lat. 40°34'N., long. 90°11'W., to lat. 40°47'N., long. 90°08'W., to point of beginning.

Perry, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Perry-Foley Airport (lat. 30°04'09" N., long. 83°34'43" W.).

Perry, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Perry Municipal Airport (latitude 41°49'35" N., longitude 94°09'30" W.); and within 2 miles each side of the 147° bearing from Perry Municipal Airport, extending from the 5-mile radius area to 8 miles southeast of the airport.

Perryton, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Perryton Airport (latitude 36° 24' 45" N., longitude 100° 45' 00" W.), and within 2 miles each side of the 101° bearing from the Perryton RBN (latitude 36° 24' 46" N., longitude 100° 44' 17" W.) extending from the 5-mile radius area to 8 miles E of the RBN.

Perryville, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Perryville, Mo., Municipal Airport (latitude 37°51'55" N., longitude 89°51'45" W.) and within 2 miles each side of the Farmington, Mo., VORTAC 057° radial extending from the 8-mile radius area to 15 miles northeast of the VORTAC.

Peru, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Peru Airport (latitude 40°47'10" N., longitude 86°08'47" W.), excluding the area which overlies the Kokomo transition area.

Petersburg, Mich.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Lada Airport (lat. 41°53'15"N., long. 83°40'45"W.) and within 2 miles each side of the Carleton, Mich., VORTAC 226° radial extending from the 5-mile radius area to 9.5 miles southwest of the VORTAC.

Petersburg, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 37°11'00"N., long. 77°31'00"W., of Petersburg Municipal Airport, Petersburg, Va., and within 5 miles each side of the 226° bearing from the Petersburg RBN, lat. 37°07'48"N., long. 77°34'30"W., extending from the 8-mile radius area to 11.5 miles southwest of the RBN.

Petersburg, W. Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°59'35"N., 79°03'34"W., of Grant County Airport, Petersburg, W. Va.; within 3 miles each side of the 116° bearing from the Dorcas, W. Va., RBN (lat. 38°59'26"N., long. 79°03'34"W.), extending from the RBN to 8.5 miles southeast of the RBN; within 5 miles each side of the 357° bearing from the Dorcas, W. Va., RBN, extending from the RBN to 20 miles north of the RBN.

AMENDMENTS 4/5/79 44 F. R. 16364 (Added)

Philadelphia, Pa.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 39° 52'23" N., 75°14'58" W., of Philadelphia International Airport, Philadelphia, Pa.; within a 9-mile radius of the center of the airport, extending clockwise from a 136° bearing to a 256° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 256° bearing from the airport to a 058° bearing from the airport; within 6.5 miles south and 4.5 miles north of the Philadelphia International Airport Runway 9R ILS localizer course, extending from 5.5 miles east to 11.5 miles west of the OM; within 4.5 miles each side of the Modena, Pa., VORTAC 097° radial, extending from 24 miles east to 33 miles east of the VORTAC; within a 5.5-mile radius of the center, 39°47'50" N., 75°20'35" W., of Bridgeport Airport, Bridgeport, New Jersey; within 4.5 miles each side of the Woodstown, N. J. VORTAC 349° radial, extending from the 5.5-mile radius area to the Woodstown, N. J., VORTAC.

Philip, S. Dak.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Philip Airport (latitude 44°02'45" N., longitude 101°35'45" W.); that airspace bounded by a line 8 miles south of and parallel to the Philip, S. Dak., VORTAC 102° radial, extending from the VORTAC to 3 miles east of the VORTAC, and within 4.5 miles north and 9.5 miles south of the Philip VORTAC 282° radial, extending from the VORTAC to 18.5 miles west of the VORTAC.

Philipsburg, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40° 53'00" N., 78°05'15" W., of Mid-State Airport, Philipsburg, Pa., extending clockwise from a 261° bearing to a 012° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 012° bearing to a 098° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 098° bearing to a 183° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 183° bearing to a 261° bearing from the airport; within 3.5 miles each side of the Philipsburg VORTAC 067° radial, extending from the VORTAC to 11.5 miles northeast of the VORTAC; within 4 miles each side of the 327° bearing from a point 40°53'09" N., 78°05'06" W., extending from said point to a point 8.5 miles northwest; within 2.5 miles each side of the Philipsburg VORTAC 330° radial, extending from the VORTAC to 6 miles northwest of the VORTAC; and within 3.5 miles each side of the Philipsburg VORTAC 301° radial, extending from the VORTAC to 11.5 miles northwest of the VORTAC.

Phillipsburg, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Phillipsburg Municipal Airport (latitude 39°44'15" N., longitude 99°19'00" W.); and within 3 miles each side of the 142° bearing from Phillipsburg Municipal Airport, extending from the 7-mile radius area to 10½ miles southeast of the airport.

Phillipsburg, Ohio
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Myers Airport (latitude 39°54'40" N., longitude 84°24'00" W.); excluding that portion which overlies the Dayton, Ohio, and Troy, Ohio, transition areas.

Phoenix, Ariz.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33°48'30" N., longitude 112°15'00" W., direct to latitude 33°34'45" N., longitude 111°32'15" W., thence clockwise via the arc of a 20-mile radius circle centered on Williams AFB (latitude 33°18'25" N., longitude 111°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; that airspace NW of Phoenix bounded by a line beginning at latitude 33°59'00" N., longitude 112°38'00" W., to latitude 33°49'00" N., longitude 112°25'00" W., thence counterclockwise via an arc of a 20-mile radius circle centered on Luke AFB to latitude 33°42'00" N., to latitude 33°44'00" N., longitude 112°45'00" W., to latitude 33°55'00" N., longitude 112°45'00" W., to point of beginning.
and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34°10'00" N., longitude 112°39'00" W.; thence to latitude 34°10'00" N., longitude 111°30'00" W.; thence to latitude 34°00'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 112°00'00" W.; thence to latitude 32°51'00" N., longitude 112°30'00" W.; thence to latitude 32°51'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 112°52'00" W.; thence to the point of beginning. That airspace west of Phoenix extending upward from 5,500 feet MSL bounded on the north by the south edge of V-16, on the east by longitude 113°00'00" W., on the south by the north edge of V-66 and on the west by longitude 114°00'00" W., and that airspace extending upward from 7,000 feet MSL bounded on the north by latitude 34°00'00" N., on the east by longitude 113°00'00" W., on the south by the north edge of V-16 and on the west by longitude 114°00'00" W., excluding that airspace within restricted areas R-2308A, R-2308B, and R-2307.
That airspace extending upward from 9,500 feet MSL bounded on the north by the south edge of V-12, on the east by the west edge of V-327, on the south and southeast by the north and northwest boundary of the 1,200 foot portion of the transition area, and on the southwest by a line extending from latitude 34°05'00" N., longitude 112°37'00" W., to point of intersection of longitude 113°10'00" W., and the south edge of V-12.

Picayune, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Picayune-Pearl River Airport (lat. 30°31'20"N., long. 89°42'25"W.); within 3.5 miles each side of Picayune VORTAC 334° radial, extending from the 5-mile radius area to 8 miles northwest of the VORTAC.

AMENDMENTS 12/28/78 43 F. R. 46524 (Changed)

Pierre, S. Dak.
That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Pierre Municipal Airport (latitude 44°22'50" N., longitude 100°17'15" W.); within 5 miles each side of the Pierre VORTAC 087° radial extending from the 8½-mile radius area to 7 miles east of the VORTAC; within 5 miles each side of the Pierre VORTAC 265° radial extending from the 8½-mile radius area to 18½ miles west of the VORTAC; within 5 miles each side of the Pierre ILS localizer northwest course extending from the 8½-mile radius area to 17½ miles northwest of the airport; within 3½ miles each side of the Pierre ILS localizer southeast course extending from the 8½-mile radius area to 18 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 35-mile radius of the Pierre VORTAC.

Pine Bluff, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Grider Field (latitude 34°10'35" N., longitude 91°55'55" W.), and within 5 miles each side of the Little Rock VORTAC 137° radial and the Pine Bluff VORTAC 007° and 186° radials extending from the Little Rock, Ark., transition area to 22.5 miles south of the Pine Bluff VORTAC.

Pine Mountain, Ga.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Callaway Gardens-Harris County Airport (latitude 32°50'30" N., longitude 84°52'55" W.); within 3 miles each side of the 264° bearing from Pine Mountain RBN (latitude 32°50'30" N., longitude 84°52'36" W.), extending from the 8-mile radius area to 8.5 miles west of the RBN.

Pineville, W. Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Kee Field, Pineville, W. Va. (lat. 37°36'01" N., long. 81°33'59" W.); within an 8.5-mile radius of the center of the airport, extending clockwise from a 265° bearing to a 305° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 305° bearing to a 343° bearing from the airport; within a 14-mile radius of the center of the airport, extending clockwise from a 343° bearing to a 005° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 005° bearing to a 025° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 085° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 085° bearing to a 125° bearing from the airport; within a 9-mile radius of the center of the airport, extending clockwise from a 125° bearing to a 172° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 172° bearing to a 210° bearing from the airport; within 5 miles each side of the Beckley VORTAC 243° radial, extending from 9 miles southwest of the VORTAC to 26 miles southwest of the VORTAC.

Pipestone, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pipestone Municipal Airport (lat. 43°59'15" N., long. 96°18'30" W.); and within 3 miles each side of the 198° bearing from Pipestone Municipal Airport, extending from the 5-mile radius area to 8 miles south of the airport.

Piqua, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Piqua Airport (lat. 40°09'55" N., long. 84°18'37" W.); and within 2 miles each side of the Dayton VORTAC 023° radial extending from the 5-mile radius area to the VORTAC, and within 1.5 miles each side of the 078° bearing from the airport extending from the 5-mile radius area to 6 miles northeast, excluding that portion overlying the Sidney, Ohio, transition area.

Pitman, N.J.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center 39°45'15"N., 75°08'30"W., of Pitman Airport, Pitman, N.J., and within 5 miles each side of the Woodstown, N.J. VORTAC 046° radial, extending from the 5.5-mile radius area to the Woodstown, N.J. VORTAC, excluding the portion that coincides with the Philadelphia, Pa. transition area. This transition area is effective from sunrise to sunset, daily.

Pittsburg, Kans.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Atkinson Municipal Airport (lat. 37°26'48"N., long. 94°43'50"W.); and within 3 miles each side of the 346° true bearing from the Pittsburg, Kans., RBN (lat. 37°26'32"N., long. 94°43'35"W.); extending from the 6.5-mile radius to 8 miles NNW of the Pittsburg, Kans., RBN.

Pittsburgh, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, lat. 40°29'37" N., long. 80°13'54" W. of Greater Pittsburgh International Airport, Pittsburgh, Pa.; within an 8.5 mile radius of the center, lat. 40°21'17" N., long. 79°55'48" W. of Allegheny County Airport, Pittsburgh, Pa., and within 4.5 miles each side of the 257° bearing from the Cecil RBN extending from the 8.5-mile radius area to 11 miles west of the RBN; and within a 7-mile radius of the center, lat. 40°21'15" N., long. 80°11'16" W. of Campbell Airport, Bridgeville, Pa.

Pittsfield, Ill.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Pittsfield Penstone Airport (latitude 39°38'22" N., longitude 90°46'51" W.); and within 3 miles each side of the 124° bearing from the Pittsfield Penstone Airport extending from the 5.5-mile radius area to 8 miles southeast of the airport.

Pittsfield, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 44° 46'05" N., 69°22'40" W. of Pittsfield Municipal Airport, Pittsfield, Maine and within 3.5 miles each side of the 350° bearing and the 170° bearing from the Burnham, Maine RBN 44°41'50" N., 69°21'30" W., extending from the 5-mile radius area to 10 miles south of the RBN.

Pittsfield, Mass.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 42°25'36" N., 73°17'30" W., of Pittsfield Municipal Airport, Pittsfield, Mass., and within 4.5 miles northwest and 6.5 miles southeast of the 061° bearing and the 241° bearing from the Berkshire, Mass., RBN lat. 42°28'05" N., long. 73°11'38" W., extending from 5.5 miles southwest of the RBN to 11.5 miles northeast of the RBN.

Pittstown, N. J.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 40°33'59"N., 74°58'43"W., of Sky Manor Airport, Pittstown, N. J., and within 4.5 miles each side of the Solberg, N. J., VORTAC 264° radial, extending from the 7-mile radius area to 23 miles west of the VORTAC.

AMENDMENTS 1/29/79 44 F. R. 5646 (Rewritten)

Placerville, Calif.
That airspace extending upward from 700 feet above the surface within a four-mile radius of Placerville Airport (lat. 38°43'30"N., long. 120°45'18"W.) and within four miles each side of the Placerville Nondirectional Radio Beacon (NDB) (lat. 38°43'23"N., long. 120°45'54"W.) 210° magnetic bearing extending from the four mile radius area to eleven miles southwest of the NDB.

Plains, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Peterson Field (lat. 32°05'25"N., long. 84°22'20"W.); within 5 miles each side of the Albany VORTAC 350° radial, extending from the 6.5-mile radius area to 39.5 miles north of the VORTAC; excluding the portion within the Americus transition area.

Plainview, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hale County Airport, Plainview, Tex., (latitude 34°10'10" N., longitude 101°43'00" W.).

Platteville, Wis.
That airspace extending upward from 700 feet above the surface within an 8½ mile radius of the Platteville Municipal Airport (latitude 42°41'15" N., longitude 90°26'41" W.).

Plattsburgh, N. Y.
That airspace extending upward from 700 feet above the surface within a 13-mile radius of the center, 44°39'05"N., 73°28'08"W., of Plattsburgh AFB; within 5 miles each side of the Valcour, N. Y., TACAN 337° radial, extending from the 13-mile radius area to 20 miles northwest of the TACAN; within 4.5 miles each side of the Valcour, N. Y., TACAN 157° radial, extending from the 13-mile radius area to 16.5 miles southeast of the TACAN.

Plattsmouth, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Plattsmouth Municipal Airport (lat. 40°57'05"N., long. 95°55'05"W.) within 3 miles each side of the 176° bearing from the Plattsmouth Municipal Airport, extending from the 5-mile radius to 8 miles south of the airport; excluding the portion within the Omaha, Nebr., transition area.

AMENDMENTS 8/9/79 44 F. R. 31946 (Added)

Pleasanton, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pleasanton Municipal Airport (lat. 28°57'00"N., long. 98°31'20"W.) and within 3 miles each side of the 168° bearing from the Pleasanton NDB to 8 miles south of the NDB.

Plymouth, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Plymouth Municipal Airport (latitude 41°22'00" N., longitude 86°18'10" W.); within 2½ miles each side of the Knox, Ind. VOR 080° radial, extending from the 5-mile radius area to 12 miles east of the VOR; and within 2½ miles each side of the Knox VOR 081° radial, extending from the 5-mile radius area to 25½ miles east of the VOR.

Plymouth, Mass.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°54' 35" N., 70°43'45" W., of Plymouth Municipal Airport, Plymouth, Mass., and within 2 miles each side of the Whitman, Mass., VOR 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., RBN , 41°54'32" N., 70°44'11" W. extending from the 5-mile radius area to 8 miles southwest of the Plymouth RBN, excluding that airspace which coincides with the Boston, Mass., and Taunton, Mass., 700-foot transition areas.

Plymouth, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Plymouth Municipal Airport (lat. 35°48'30" N., long. 76°45'36" W.); within 3 miles each side of the 188° bearing from Plymouth RBN (lat. 35°48'35" N., long. 76°45'47" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN.

Pocahontas, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Pocahontas Municipal Airport (latitude 42°44'45" N., longitude 94°38'45" W.); within 3 miles each side of the 280° bearing from the Pocahontas Municipal Airport, extending from the 5-mile radius to 8 miles west of the airport; within 2 miles each side of the 116° bearing from the Pocahontas Municipal Airport; extending from the 5-mile radius to 6 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within a 41-mile arc of the Fort Dodge VORTAC (latitude 42°36'40" N., longitude 94°17'41" W.); starting at the 268° radial of the Fort Dodge VORTAC and extending clockwise to the 315° radial of the Fort Dodge VORTAC, excluding that portion which overlies the Fort Dodge, Iowa, Spencer, Iowa and Storm Lake, Iowa, transition areas.

Pocatello, Idaho
That airspace extending upward from 700 feet above the surface within 4.5 miles southeast and 11 miles northwest of the Pocatello VORTAC 048° radial, extending from the VORTAC to 28 miles northeast of the VORTAC; within 9.5 miles north and 4.5 miles south of the 252° radial extending from 18.5 miles west to 1.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 43°11'30" N., longitude 112°10'00" W., thence to latitude 42°52'00" N., longitude 112°11'45" W., thence clockwise via a 23-mile radius arc centered on the Pocatello VORTAC to latitude 43°05'20" N., longitude 113°00'00" W., thence to latitude 43°20'30" N., longitude 112°45'30" W., thence to point of beginning.

Point Barrow, Alaska
That airspace extending upward from 700 feet above the surface within 3 miles each side of the Brownerville RBN (NMT) 155° bearing, extending from the control zone to 10 miles south of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 22-mile radius of latitude 71°18'00" N., longitude 156°43'00" W.

Point Lookout, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of School of the Ozarks Airport (latitude 36°37'25" N., longitude 93°13'45" W.).

Point Pleasant, W. Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center 38°54'53"N., 82°05'53"W. of Mason County Airport, Point Pleasant, W. Va., excluding the portion that coincides with the Gallipolis, Ohio, transition area.

Point Reyes, Calif.
That airspace extending upward from 1,200 feet above the surface N of Point Reyes bounded on the NE and E by V-27, on the SW by V-107, and on the W by V-199; and W of Point Reyes bounded on the E by V-199; on the S by Control 1173, on the W by a line extending from latitude 38°02'35" N., longitude 123°14'25" W. to latitude 38°17'30" N., longitude 123°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 (lat. 36°43'41"N., long. 97°05'57"W.), and 2 miles each side of the Pioneer, Okla., VORTAC 297° radial, extending from the 6-mile radius area to 8 miles NW of the VORTAC, and within 1.5 miles each side of the 180° bearing from the Ponca City LOM, extending from the 6-mile radius area to the LOM, and within a 5-mile radius of the Blackwell/Tonkawa Airport (lat. 36°44'40"N., long. 97°20'58"W.), and 2 miles each side of the Pioneer, Okla., VORTAC 269° radial, extending from the 5-mile radius to the VORTAC, and 2.5 miles each side of the 180° bearing from the Blackwell/Tonkawa Municipal Airport, extending from the 5-mile radius to 6 miles south of the airport, and 2.5 miles each side of the 360° bearing from the Blackwell/Tonkawa Municipal Airport, extending from the 5-mile radius to 6 miles north of the airport.

AMENDMENTS 4/19/79 44 F. R. 5647 (Changed)
AMENDMENTS 6/14/79 44 F. R. 23820 (Rewritten)

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.

Poplar Bluff, Mo.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Earl Fields Memorial Airport (lat. 36°46'20"N., long. 90°19'20"W.); and within 3 miles each side of the 189° bearing from Earl Fields Memorial Airport, extending from the 5½-mile radius area to 8 miles south of the airport.

Portal, Ariz.
That airspace extending upward from 1,200 feet above the surface within 13 miles north and 8 miles south of the Cochise, Ariz., VORTAC 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 wtihin a 7-mile radius of Carl R. Keller Field, Port Clinton, Ohio (latitude 41°30'57" N., longitude 82°51'58" W.) within 3 miles each side of the 082° Bearing from the airport extending from the 7-mile radius to 8 miles east of the airport.

Porterville, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Porterville Municipal Airport (latitude 36°02'00" N., longitude 119°04'00" W.) and within 2 miles each side of the Porterville VOR 343 radial extending from the 5-mile radius area to 1 mile north of the VOR.

Port Isabel, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Port Isabel, Cameron County Airport (latitude 26°10'00" N., longitude 97°20'45" W.) and within 2 miles each side of the Brownsville, Tex., VORTAC 006° radial extending from the 5-mile radius area to 10 miles north of the Brownsville VORTAC and within 2 miles each side of the Brownsville, Tex., VORTAC 005° radial extending 1 mile north of the 5-mile radius area.

AMENDMENTS 10/4/79 44 F. R. 47925 (Changed)

Portland, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Steed Field (latitude 40°27'00" N., longitude 84°59'15" W.); and within 2 miles each side of the 100° bearing from Steed Field, extending from the 6-mile radius area to 8 miles East of the airport.

Portland, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, (latitude 43°38'50" N., longitude 70°18'30" W.) of Portland International Jetport; within 4.5 miles south and 9.5 miles north of the Portland ILS localizer west course, extending from the OM to 18.5 miles west of the OM; 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.; to latitude 43°41'00" N., longitude 69°30'00" W.; to latitude 43°30'00" N., longitude 70°06'00" W.; to latitude 43°18'15" N., longitude 70°25'00" W.; to latitude 42°43'15" N., longitude 70°25'00" W.; to latitude 42°41'20" N., longitude 70°30'15" W.; thence along a line 3 nautical miles from and parallel to the shoreline to latitude 42°44'25" N., longitude 70°37'15" W.; 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.

Portland, Oreg.
That airspace extending upward from 700 feet above the surface bounded on the north by latitude 46°00'00" N., on the east by longitude 122°05'00" W., on the south by latitude 45°10'00" N., and on the west by longitude 123°30'00" W.; that airspace extending upward from 1,200 feet above the surface bounded on the north by a line beginning at a point 3 miles offshore at latitude 46°30'30" N., extending easterly via latitude 46°30'30" N., to longitude 121°40'00" W., thence easterly along the south edge of V-204 to latitude 46°30'40" N., longitude 120°36'00" W., on the east by V-25, on the south by V-536 to Corvalis, VOR, thence via latitude 44°30'00" N., to a point 3 miles offshore and on the west by a line 3 miles offshore to the point of beginning.

Portland, Tenn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Portland Municipal Airport (lat. 36°35'37" N., long. 86°28'39" W.); within 5 miles each side of Bowling Green VOR 184° radial, extending from the 7-mile-radius area to 11.5 miles south of the VOR.

Port Lavaca, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Calhoun County Airport (latitude 28°39'12" N., longitude 96°40'56" W.) and within 2.5 miles each side of the Palacios VORTAC 250° radial extending from the 5-mile radius area to 16 miles southwest of the VORTAC.

PENDING AMENDMENT

Port Lavaca, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Calhoun County Airport (lat. 28°39'12"N., long. 96°40'56"W.) and within 2.5 miles each side of the Palacios VORTAC 250° radial extending from the 5-mile radius area to 16 miles southwest of the VORTAC; within 3 miles each side of the 330° bearing from the NDB (lat. 28°39'01"N., long. 96°40'52"W.), extending from the 5-mile radius area to 8.5 miles northwest of the NDB.

AMENDMENTS 1/24/80 44 F. R. 67373 (Rewritten)

Portsmouth, N. H. (Pease AFB)
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Pease AFB (latitude 43°04'40" N., longitude 70°49'25" W.); within 2 miles each side of the extended centerline of Runway 16, extending from the 11-mile radius area to 13 miles SE of the lift-off end of the runway, and within 2.5 miles each side of the Pease AFB VOR 188° radial, extending from the 11-mile radius area to 14 miles south of the VOR.

AMENDMENTS 1/11/79 43 F. R. 58809 (Changed)

Portsmouth, Ohio
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Portsmouth Regional Airport (lat. 38°50'26" N., long. 82°50'52" W.), within 3 miles each side of a 177° bearing from the airport extending from the 8-mile radius area to 12 miles south of the airport.

Portsmouth, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 36° 46'45" N., long. 76°26'45" W. of Chesapeake Portsmouth Airport, Portsmouth, Va.; within 3 miles each side of the 203° bearing from the Portsmouth RBN, lat. 36°46'54" N., long. 76°26'39" W., extending from the 5-mile radius area to 8.5 miles southwest of the RBN; and within 3 miles each side of the 189° bearing from the Portsmouth RBN, extending from the 5-mile radius area to 6.5 miles south of the RBN excluding the portion that coincides with the Norfolk, Va., transition area.

Port Sulphur, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Port Sulphur, La., seaplane base (latitude 29°27'45" N., longitude 89°42'10" W.), and within 2 miles each side of the Harvey, La., VORTAC 145° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area, and within 2 miles each side of the Grand Isle VORTAC 050° radial extending from the 25-mile DME fix to the Port Sulphur 5-mile radius area.

Poteau, Okla.
That airspace extending upward from 700 feet above the surface within an 8.5-statute-mile radius of Robert S. Kerr Airport, Poteau, Okla. (lat. 35°01'11"N., long. 94°37'17"W.); and within 3.5 statute miles each side of the Rich Mountain, Okla., VORTAC (lat. 34°40'49"N., long. 94°36'32"W.) 351° radial extending from the 8.5-mile radius area to 13.5 statute miles north of the VORTAC.

Potsdam, N. Y.
That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the center of Potsdam Municipal (Damon Field) Airport lat. 44°40'30" N., long. 74°57'00" W, and within 3.5 miles each side of a 044° bearing from the Potsdam, N. Y., radio beacon (lat. 44°43'24" N., long. 74°52'59" W.) extending from the 6.5-mile radius area to 11.5 miles northeast of the radio beacon.

Pottstown, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°15' 45" N., 75°40'00" W. of Pottstown Municipal Airport, Pottstown, Pa., extending clockwise from a 036° bearing to a 147° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 147° bearing to a 200° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 200° bearing to a 274° bearing from the airport; within a 6-mile radius of the center of the airport, extending clockwise from a 274° bearing to a 305° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 305° bearing to a 036° bearing from the airport; within 6.5 miles northeast and 4.5 miles southwest of the Pottstown, Pa., VORTAC 294° and 114° radials, extending from 5.5 miles northwest of the VORTAC to 11.5 miles southeast of the VORTAC; within a 5-mile radius of the center, 40°14'15" N., 75°33'45" W. of Pottstown-Limerick Airport, Pottstown, Pa., extending clockwise from a 346° bearing to a 223° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 223° bearing to a 346° bearing from the airport; and within 9.5 miles west and 4.5 miles east of Pottstown, Pa., VORTAC 190° radial, extending from the VORTAC to 18.5 miles south of the VORTAC; within 5 miles each side of the Pottstown, Pa., VORTAC 086° radial, extending from the Pottstown, Pa., VORTAC to 18 miles east of the VORTAC; excluding the portion that coincides with the North Philadelphia, Pa., and Toughkenamon, Pa., transition areas.

Pottsville, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°42' 15" N., 76°23'00" W. of Schuylkill County (Joe Zerbey) Airport, Pottsville, Pa.; within 3 miles each side of the 103° bearing from the Zerbey RBN 40°42'25" N., 76°22'19" W., extending from the 6-mile radius area to 8.5 miles east of the RBN; and within 2 miles each side of the Ravine, Pa., VORTAC 049° radial, extending from the 6-mile radius area to 9 miles northeast of the VORTAC.

Poughkeepsie, N. Y.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 41°37'36" N., 73°52'59" W., of Dutchess County Airport, Poughkeepsie, N. Y.; within a 15.5-mile radius of the center of Dutchess County Airport, extending clockwise from a 040° bearing to a 215° bearing from the airport; within 3.5 miles each side of the Kingston, N. Y., VORTAC 025° radial, extending from the 10-mile radius area to 10.5 miles northeast of the VORTAC; within 5 miles each side of the Kingston, N. Y., VORTAC 050° radial, extending from the VORTAC to 11.5 miles northeast of the VORTAC; within 6.5 miles northwest and 4.5 miles southeast of a 231° bearing from
a point 41°34'06" N., 73°58'42" W., extending from said point to 11.5 miles southwest; within 5 miles each side of a direct line between a point 41°31'42" N., 74°06'48" W., and a point 41°34'06" N., 73°58'42" W.; within a 5-mile radius of the center, 41°42'30" N., 73°44'00" W. of Sky Acres Airport, Millbrook, N. Y.; within an 8.5-mile radius of the center of Sky Acres Airport extending clockwise from a 011° bearing to a 201° bearing from the airport; within a 6-mile radius of the center 41°34'30" N., 73°44'00" W., of Stormville Airport, Stormville, N. Y.; within a 10.5-mile radius of the center of Stormville Airport, extending clockwise from a 327° bearing to a 077° bearing from the airport; within a 7.5-mile radius of the center of Stormville Airport, extending clockwise from a 077° bearing to a 121° bearing from the airport; within a 10.5-mile radius of the center of Stormville Airport, extending clockwise from a 121° bearing to a 239° bearing from the airport; excluding the portion that coincides with the Newburgh, N. Y., transition area.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at: 42°02'00" N., 73°16'00" W. to 41°49'00" N., 73°16'00" W. to 41°31'00" N., 73°20'00" W. to 41°31'00" N., 73°54'00" W. to 41°27'00" N., 73°54'00" W. to 41°19'00" N., 73°57'00" W. to 41°19'00" N., 74°33'00" W. to 41°31'00" N., 75°07'00" W. to 42°00'00" N., 75°00'00" W. to point of beginning.

Prairie Du Chien, Wis.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Prairie Du Chien Municipal Airport (latitude 43°01'17" N., longitude 91°07'24" W.); and within 4.5 miles each side of the 130° radial of the Waukon VORTAC, extending from the 9.5-mile radius to 18.5 miles southeast of the airport;
and that airspace extending upward from 1,200 feet above the surface within a 55-mile radius of the Waukon VORTAC between the 089° and the 145° radials excluding that portion which overlies in the State of Iowa.

Pratt, Kans.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Pratt Municipal Airport (latitude 37°42'13" N., longitude 98°44'47" W.); and within 3 miles each side of the 360° bearing from the Pratt nondirectional beacon (NDB), extending from the 6.5-mile radius area to 8 miles north of the NDB.

Prescott, Ariz.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Prescott Municipal Airport (latitude 34°39'10" N., longitude 112°25'15" W.) and within 3 miles each side of the Prescott VORTAC 319° radial extending from the 10.5-mile radius area to 8.5 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Prescott VORTAC extending clockwise from a line 5 miles south of and parallel to the Prescott VORTAC 252° radial to a line 5 miles west of and parallel to the Prescott VORTAC 159° radial and within a 14-mile radius of Prescott VORTAC, extending clockwise from a line 5 miles west of and parallel to the Prescott VORTAC 159° radial to a line 5 miles south of and parallel to the Prescott 252° radial.

Presidio, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Presidio Lely International Airport (lat. 29°37'48"N., long. 104°22'24"W.) and within 3.5 miles either side of the 114° bearing from the Presidio NDB (lat. 29°38'02"N., long. 104°21'32"W.) extending from the 7-mile radius to 11.5 miles east of the Presidio NDB, excluding that portion outside the United States; extending upward from 1,200 feet above the surface within 9.5 miles north and 7 miles south of the 114° and 294° bearings from the Presidio NDB extending from 8 miles west to 17.5 miles east of the Presidio NDB, and within 5 nautical miles either side of the 207° radial of the Marfa VOR extending from the 9.5-mile line to the boundary of the State of Texas transition area, excluding that portion outside of the United States.

Presque Isle, Maine
That airspace extending upward from 700 feet above the surface within a 13-mile radius of Northern Maine Regional Airport (lat. 46°41'30" N., long. 68°02'30" W.); within 3.5 miles east and 8 miles west of the Presque Isle localizer course extending from the 13-mile radius area to 11.5 miles south of the LOM; within 3.5 miles east and 8 miles west of the Presque Isle VORTAC 338° radial extending from the 13-mile radius area to 11.5 miles north of the VORTAC; within an 8.5 mile radius of Caribou, Maine, Municipal Airport (lat. 46°52'20" N., long. 68°01'10" W.); within a 10-mile radius of Loring AFB (lat. 46°57'05" N., long. 67°53'10" W.); Limestone, Maine; excluding that portion outside of the United States.
That airspace extending upward from 1200 feet above the surface within a 40-mile radius of Loring AFB (lat. 46°57'05" N., long. 67°53'10" W.) Limestone, Maine, excluding that portion outside of the United States.

Price, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Carbon VOR (latitude 39°36'50" N., longitude 110°44'56" W.), and within 2 miles each side of the 201° radial of the Carbon VOR, extending from the 5-mile radius area to 8 miles south of the VOR; that airspace extending upward from 1,200 feet above the surface within 6 miles west and 11 miles east of the 021° and 201° radials of the Carbon VOR extending from 9 miles north to 18.5 miles south of the VOR.

Priest, Calif.
That airspace extending upward from 1,200 feet above the surface bounded on the E by V-107, on the S by latitude 35° 55' 00" N., and the arc of a 20-mile radius circle centered on the Paso Robles, Calif., VOR, on the W by V-25 E, and on the N by V-111, excluding the portion within the Lemoore, Calif., transition area.

Princeton, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Princeton Airport (latitude 45°12'05" N., longitude 67°34'00" W.); and within 2 miles each side of the Princeton VOR 143° radial, extending from the 5-mile radius area to the VOR.

Princeton, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°23' 54" N., 74°39'31" W., of Princeton Airport, Princeton, N. J.; within a 6-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 120° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 191° bearing to a 225° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 268° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 268° bearing to a 310° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from 310° bearing to a 357° bearing from the airport; and within 3.5 miles each side of the Solberg, N. J., VOR 161° radial, extending from the 5-mile radius area to the VOR, excluding the portions which coincide with the Readington, N. J., New York, N. Y., and North Philadelphia, Pa., transition areas.

Providence, R. I.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of 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, and within 3 miles each side of the 038° bearing from the New Bedford, Massachusetts, OM, extending from the 7-mile radius to 14.5 miles NE of the New Bedford, Massachusetts, 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 7-mile radius of Provincetown Municipal Airport (lat. 42°04'15" N., long. 70°13'15" W.), and within 3.5 miles each side of the Race Point NDB 238° bearing extending from the 7-mile radius area to 11.5 miles southwest of the NDB.

Pueblo, Colo.
That airspace extending upward from 700 feet above the surface within a 25-mile radius of Pueblo Memorial Airport (lat. 38°17'30"N., long. 104°30'00"W.), within an arc of a 33-mile radius circle of Pueblo Memorial Airport clockwise between the 088° and 133° bearings from the airport; that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 38°30'00"N., on the east by V-169, on the south by V-210, on the west by a line from 37°38'00"N., 105°00'00"W., to 38°16'00"N., 105°10'00"W., to 38°30'00"N., 105°09'00"W.; that airspace extending upward from 13,700 feet MSL bounded by a line beginning at 38°16'00"N., 105°10'00"W., to 37°38'00"N., 105°00'00"W., to 37°34'00"N., 105°12'00"W., to 38°10'00"N., 105°33'00"W., to point of beginning; that airspace extending upward from 11,700 feet MSL bounded by a line beginning at 38°16'00"N., 105°10'00"W., to 38°10'00"N., 105°33'00"W., to 38°41'00"N., 105°33'00"W., to 38°36'00"N., 105°08'00"W., to 38°30'00"N., 105°09'00"W., to point of beginning.

Pulaski, Tenn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Abernathy Airport (lat. 35°08'45" N., long. 87°03'30" W.); excluding the portion within Lawrenceburg, Tenn., transition area.

Pulaski, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Austin-Straubel Airport, Green Bay, Wis., (lat. 44°29'16"N., long. 88°07'49"W.); within 2½ miles each side of the Green Bay ILS southwest localizer course extending from the 9-mile radius to 8 miles southwest of the OM; within 5 miles to the southwest side and 8 miles to the northeast side of the Green Bay 326° radial, extending from the 9-mile radius area to 10 miles northwest of the VORTAC; and within 5 miles each side of the Green Bay ILS localizer northeast course extending from the 9-mile radius to 14 miles northeast of the airport.

Pullman, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Pullman-Moscow Regional Airport (latitude 46°44'40" N., longitude 117°06'30" W.) and within 2 miles each side of the Pullman VOR (latitude 46°40'25" N., longitude 117°13'30" W.) 232° and 047° radials extending from the 5-mile radius area to 8 miles southwest of the VOR; that airspace extending upward from 1,200 feet above the surface within 9 miles northwest and 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.

Punta Gorda, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Charlotte County Airport (lat. 26°55'15"N., long. 81°59'30"W.); within 3 miles either side of the Punta Gorda VOR (lat. 26° 54'59"N., long. 81°59'29"W.) 038° radial, extending from the 6.5-mile radius area to 8.5 miles northeast of the VOR.

AMENDMENTS 3/15/79 44 F. R. 12639 (Changed)

Quakertown, Pa.
That airspace extending upward from 700 feet above the surface within an 8-mile radius area of the center of Quakertown Airport, Quakertown, PA., lat. 40°26'15" N., long. 75°22'45" W., and within 3.5 miles each side of a line bearing 099° from the Quakertown, Pa. RBN (lat. 40°25'29" N., long. 75°17'52" W.) extending from the 8-mile radius area to 11 miles east of the RBN.

Quantico, Va.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, lat. 38° 30'15" N., long. 77°18'15" W., of Quantico MCAS (Turner Field) Quantico, Va.; within a 9-mile radius of the center of the airport, extending clockwise from a 225° bearing to a 355° bearing from the airport; within 6.5 miles east and 4.5 miles west of the Brooke, Va., VORTAC 013° radial and 193° radial, extending from 4.5 miles south of the VORTAC to 8.5 miles north of the VORTAC.

Quincy, Ill.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Quincy Municipal Baldwin Field Airport (latitude 39°56'30" N., longitude 91°11'45" W.), and within 5 miles northwest and 8 miles southeast of the Quincy ILS localizer southwest course, extending from the 8.5-mile radius to 12 miles southwest of the OM.

Raeford, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Raeford Municipal Airport (lat. 35°01'12"N., long. 79°11'28"W.); excluding that portion that coincides with the Fayetteville, N. C., transition area.

Raleigh, N. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Raleigh-Durham Airport (lat. 35°52'21" N., long. 78°47'02" W.); within 9.5 miles northwest and 4.5 miles southeast of the 045° bearing from Leesville RBN, extending from the RBN to 18.5 miles northeast of the RBN; within 9.5 miles northwest and 4.5 miles southeast of Raleigh-Durham ILS localizer southwest course, extending from the LOM to 18.5 miles southwest; within 9.5 miles northwest and 4.5 miles southeast of Raleigh-Durham VORTAC 231° radial, extending from the VORTAC to 18.5 miles southwest of the VORTAC; within a 6.5-mile radius of Horace Williams Airport (lat. 35°55'50" N., long. 79°04'00" W.).

Rapid City, S. Dak.
That airspace extending upward from 700 feet above the surface within a 14-mile radius of Ellsworth AFB TACAN; and within 4½ miles southwest and 10½ miles northeast of the Rapid City VOR 155° radial, extending from the 14-mile radius area to 19 miles southeast of the VOR; and that airspace extending upward from 1,200 feet above the surface within a 53-mile radius of Ellsworth AFB (latitude 44°08'45" N., longitude 103°06'15" W.).

Raton, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Crews Field (lat. 36°44'29"N., long. 104°30'04"W.) excluding that portion northwest of a line 5 miles northwest of and parallel to the Cimarron VORTAC 050° radial, and within 3.5 miles each side of the 214° bearing from the NDB (lat. 36°42'02"N., long. 104°32'21"W.) extending from the 8.5-mile radius area to 9.5 miles southwest of the NDB; and that airspace extending upward from 1,200 feet above the surface within 6.5 miles northwest of the Cimarron VORTAC 050° radial extending from the VORTAC to 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 2/22/79 43 F. R. 60143 (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.

Rayville, La.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Rayville Municipal Airport (lat. 32°29'00"N., long. 91°46'15"W.).

Reading, Pa.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center; 40°22'39" N., 75°57'57" W., of Reading Municipal-General Carl A. Spaatz Field, Reading, Pa., extending clockwise from a 050° bearing to a 100° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 100° bearing to a 140° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 140° bearing to a 280° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 280° bearing to a 050° bearing from the airport; within 5 miles each side of the Reading Municipal-General Carl A. Spaatz Field ILS localizer south course extending from the OM to 9.5 miles south of the OM; within 9.5 miles east and 4.5 miles west of the Reading Municipal-General Carl A. Spaatz Field ILS localizer south course, extending from the OM to 18.5 miles south of the OM; within 6.5 miles north and 4.5 miles south of the East Texas, Pa. VORTAC 252° radial, extending from 12 miles west of the VORTAC to 29 miles west of the VORTAC; within 4.5 miles each side of 301° bearing from a point 40°27'10"N., 76°07'40"W., extending from said point to 8.5 miles northwest of said point.
AMENDMENTS 12/28/78 43 F. R. 49300 (Changed)

Readington, N. J.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 40°34'55" N., 74°44'20" W., of Solberg-Hunterdon Airport, Readington, N. J., and within 5 miles east and 5 miles west of Solberg, N. J., VORTAC 227° radial extending from the 6-mile radius area to 14 miles southwest of the VORTAC excluding the portion that coincides with the New York, N. Y., transition area.

Red Bluff, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Redding Municipal Airport (latitude 40°30'35" N., longitude 122°17'30" W.) within 2 miles W and 4 miles E of the Redding VOR 192° radial, extending from the 5-mile radius area to 10 miles S of the VOR, within 2 miles each side of the Redding ILS localizer N course, extending from the 5-mile radius area to 8 miles N of the threshold of Runway 16, excluding the portions within a 1-mile radius of Redding Sky Ranch Airport (latitude 40°30'00" N., longitude 122° 22'35" W.) and Enterprise Sky Park (latitude 40°34'26" N., longitude 122°19'30" W.), and within 2 miles each side of the Red Bluff VORTAC 347° radial extending from the VORTAC to 11.5 miles N of the VORTAC, that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Red Bluff VORTAC, within 9 miles each side of the Red Bluff VORTAC 291° radial, extending from the 20-mile radius area to 52 miles W of the VORTAC; within 9 miles W and 10 miles E of the Red Bluff VORTAC 342° radial, extending from the 20-mile radius area to 67 miles N of the VORTAC, within 10 miles W and 6 miles E of the Red Bluff VORTAC 015° radial, extending from the 20-mile radius area to 56 miles N of the VORTAC and that airspace NE and E of Red Bluff within an arc of a 24-mile radius circle centered on the Red Bluff VORTAC, extending from the Red Bluff VORTAC 015° radial clockwise via the 24-mile arc to long. 40°00'00"W. That airspace NW of Red Bluff within an arc of a 30 mile radius circle centered on Red Bluff VORTAC, extending from the N edge of V-195 to the W edge of the V-23 and that airspace north of Redding within an arc of a 23-mile radius circle centered on Redding VOR, extending from the E edge of V-23 to the W edge of V-25.

Red Rock, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41° 59'12" N., 73°50'12" W., of Skypark Airport, extending clockwise from a 012° bearing to a 130° bearing from the airport; within an 8-mile radius of the center of the airport, extending clockwise from a 130° bearing to a 168° bearing from the airport; within a 6.5-mile radius of the center of the airport, extending clockwise from a 168° bearing to a 232° bearing from the airport; within a 5-mile radius of the center of the airport, extending clockwise from a 232° bearing to a 309° bearing from the airport; within a 5.5-mile radius of the center of the airport, extending clockwise from a 309° bearing to a 012° bearing from the airport and within 3 miles each side of the Kingston, N. Y., VORTAC 358° radial, extending from the 8-mile radius area and 6.5-radius area to 10.5 miles north of the Kingston, N. Y., VORTAC.

Redmond, Oreg.
That airspace extending upward from 700 feet above the surface within 2 miles north and 13.5 miles south of the Redmond VORTAC 059° radial to 33 miles east of the VORTAC; within 2 miles each side of a 230° bearing from the center of the 5-mile radius circle centered on Roberts Field Airport extending from the radius of the 5-mile circle to 10 miles southwest of the airport; within 2 miles each side of Redmond VORTAC 162° radial extending from the VORTAC to 5 miles south of the VORTAC; within 2 miles each side of the Redmond VORTAC 281° radial extending from the VORTAC to 5 miles west of the VORTAC; within 2 miles each side of a 302° bearing from the Roberts RBN extending from the RBN to 6 miles northwest of the RBN; and within 4 miles each side of the Redmond VORTAC 014° radial, extending from 15 miles north of the VORTAC to 35 miles north; that airspace extending upward from 1,200 feet above the surface within a 37-mile radius of the VORTAC between the 006° and 048° radials; within a 31-mile radius of the VORTAC between the 048° radial and a line 6 miles west of and parallel to the 189° radial.

AMENDMENTS 12/28/78 43 F. R. 60142 (Changed)

Red Oak, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Red Oak Municipal Airport (latitude 41°00'40" N., longitude 95°15'25" W.); and within 3 miles each side of a 335° bearing from the Red Oak Municipal Airport, extending from the 6-mile radius to 9½ miles northwest of the airport.

Redwood Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Redwood Falls Municipal Airport (latitude 44°32'45" N., longitude 95°04'45" W.).

Reed City, Mich.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Miller Airport (latitude 43°54'05" N., longitude 85°31'05" W.); within 5 miles east and 8 miles west of the 352° bearing from Miller Airport, extending from the airport to 16 miles north of the airport; and within 5 miles east and 8 miles west of the 003° bearing from Miller Airport, extending from the airport to 12 miles north of the airport.

Reedsville, Pa.
That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of the center, lat. 40°40'44"N., long. 77°37'22"W., of Mifflin County Airport, Reedsville, Pa., and within 3.5 miles each side of the 228° bearing from a point lat. 40°36'55"N., long. 77°43'09"W., extending from said point to a point 11.5 miles southwest.

Refugio, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Tom O'Connor Oilfield Airport (lat. 28°20'04"N., long. 97°08'58"W.); within 2 miles each side of the 335° bearing from the Vidauri RBN (lat. 28°23'51"N., long. 97°10'40"W.), extending from the 5-mile radius area to 8 miles northwest of the Vidauri NDB; within a 5-mile radius of Mellon Ranch Airport (lat. 28°16'50"N., long. 97°12'30"W.), and within 3.5 miles each side of the 319° bearing from the Mellon Ranch NDB (lat. 28°16'47"N., long. 97°12'20"W.), extending from the 5-mile radius to 12 miles northwest of the Mellon Ranch NDB and within 3.5 miles each side of the 152° bearing from the Mellon Ranch NDB, extending from the 5-mile radius to 11.5 miles southeast of Mellon Ranch NDB.

Rehoboth Beach, Del.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°43'10" N., 75°07'35" W., of Rehoboth Aircrafters Airport, Rehoboth Beach, Del., and within 2 miles each side of the Waterloo, Del., VORTAC 144° radial extending from the 5-mile radius area to the VORTAC. This transition area is effective from sunrise to sunset, daily.

Reidsville, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Shiloh Airport (lat. 36°26'10"N., long. 79°50'30"W.).

Reno, Nev.
That airspace extending upward from 700 feet above the surface within an arc of a 25-mile radius circle centered on Reno Municipal Airport (latitude 39°30'02" N., longitude 119°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; and that airspace northwest of Reno extending from the 45-mile radius area bounded on the northeast by the southwest edge of V-452 and on the west by longitude 120°19'00" W.

Rensselaer, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jasper County Airport (latitude 40°56'30" N., longitude 87°11'00" W.) and within 3 miles each side of the 007° bearing from the airport extending from the 5-mile radius area to 8 miles north of the airport.

Rexburg, Idaho
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rexburg-Madison County Airport (latitude 43°49'30" N., longitude 111°49'00" W.).

Rhinelander, Wis.
That airspace extending upward from 700 feet above the surface within a 9½-statute-mile radius of the Rhinelander-Oneida County Airport.

AMENDMENTS 8/9/79 44 F. R. 30078 (Rewritten)

Rhode Island
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Rhode Island including the offshore airspace within 3 nautical miles of and parallel to the shoreline of Rhode Island and that airspace bounded by a line beginning at lat. 41°25'15"N., long. 71°04'45"W.; to lat. 41°08' 30"N., long. 71°04'45"W.; to lat. 41°07'43"N., long. 71°07'36"W.; to lat. 41°01'50"N., long. 71°47'00"W.; to lat. 41°11'15"N., long. 71°47'00"W.; thence along a line 3 nautical miles from and parallel to the shoreline to the point of beginning.

Rice Lake, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Arrowhead Airport (lat. 45°28'45" N., long. 91°43'20" W.); within 3½ miles each side of the 178° bearing from the Arrowhead Airport, extending from the 5-mile radius to 8 miles south of the airport.

Richmond, Ind.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Richmond Municipal Airport (latitude 39°45'23" N., longitude 84°50'36" W.); within 3 miles each side of the Richmond VOR 045° radial, extending from the 6½-mile radius area to 8 miles northeast of the VOR; within 3 miles each side of the Richmond VOR 243° radial, extending from the 6½-mile radius area to 8 miles southwest of the VOR.

Richmond, Va.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 37° 30'16" N., long. 77°19'11" W. of Richard Evelyn Byrd International Airport, Richmond, Va., extending clockwise from a 245° bearing from the airport to a 045° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 045° bearing to a 245° bearing from the airport; within 3.5 miles each side of the Richmond VORTAC 134° radial, extending from the VORTAC to 11.5 miles southeast of the VORTAC; within 2 miles each side of the Richmond VORTAC 137° radial, extending from the VORTAC to 11.5 miles southeast of the VORTAC; within 3.5 miles each side of the Richard Evelyn Byrd International Airport ILS localizer southwest course, extending from the OM to 11.5 miles southwest of the OM; within 3.5 miles each side of the Richmond VORTAC 342° radial, extending from the VORTAC to 11.5 miles north of the VORTAC; within 3.5 miles each side of the Richmond VORTAC 359° radial, extending from the VORTAC to 11.5 miles north of the VORTAC; within 4.5 miles each side of the Richard Evelyn Byrd International Airport ILS localizer northwest course, extending from the localizer to 13.5 miles northwest of the localizer within 3 miles each side of the Richmond VORTAC 212° radial, extending from the VORTAC to 8.5 miles southwest of the VORTAC.

Rio Vista, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Rio Vista Airport (latitude 38°10'20" N., longitude 121°41'20" W.) and within 2 miles each side of the Sacramento VORTAC 202° radial extending from the 3-mile radius area to 8 miles north of the airport.

Ripley, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Ripley Airport (lat. 34°43'25" N., long. 89°00'49" W.).

Riverhead, N. Y.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 41°00'35" N., longitude 72°05'00" W.; thence S via longitude 72°05'00" W. to the S boundary of V-139; thence SW via the SE boundary of V-139 to latitude 40°30'00" N., thence to latitude 40°30'00" N., longitude 73°36'00" W.; to latitude 40°41'00" N., longitude 73°33'30" W.; to latitude 40°50'00" N., longitude 73°42'00" W.; to latitude 41°00'00" N., longitude 73°33'00" W.; to latitude 41°00'00" N., longitude 72°45'00" W.; to latitude 41°18'00" N., longitude 72°30'30" W.; to the point of beginning, 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 lat. 34° 10'00"N., long. 117°59'00"W., to lat. 34°10'00"N., long. 117°01'00"W., to lat. 33°50'00"N., long. 117°01' 00"W., to lat. 33°42'30"N., long. 116°56'30"W., to lat. 33°38'00"N., long. 117°09'00"W., to lat. 33°43'00"N., long. 117°15'00"W., to lat. 33°43'00"N., long. 117°25'00"W., to lat. 33°39'00"N., long. 117°25'00"W.; to lat. 33°39'00"N., long. 117°30'00"W., to lat. 33°46'00"N., long. 117°45'00"W., to lat. 33°56'00"N., long. 117°53'00"W., to lat. 33°56'00"N., long. 117°59'00"W., thence to point of beginning; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 34°30'00"N., long. 117°43'00"W., thence E along lat. 34°30'00"N., to the SE boundary of V-21, thence along the SE boundary of V-21 to long. 116°30'00"W., thence direct to lat. 34°40'30"N., long. 116°29'40"W., to lat. 34°30'00"N., long. 116°26'30"W., to lat. 34°16'00"N., long. 116°18'00"W., to lat. 33°30'00"N., long. 116°18'00"W., to lat. 33°30'00"N., long. 117°30'00"W., to lat. 33°39'00"N., long. 117°30'00"W., to lat. 33°46'00"N., long. 117°45'00"W., to lat. 33°56'00"N., long. 117°53'00"W., to lat. 33°56'00"N., long. 117°59'00"W., to lat. 34° 10'00"N., long. 117°59'00"W., to lat. 34°10'00"N., long. 117°43'00"W., thence to point of beginning.

Riverton, Wyo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Riverton Municipal Airport (latitude 43°03'45" N., longitude 108°27'15" W.), within 4.5 miles each side of the Riverton VOR 291° radial, extending from the 10-mile radius area to 19 miles west of the VOR, and within 3.5 miles each side of the Riverton VOR 123° radial extending from the 10-mile radius area to 12 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Riverton VOR, within 10 miles east and 7 miles west of the Riverton VOR 016° radial, extending from the 25-mile radius area to 38 miles north of the VOR; within 7 miles northeast and 14.5 miles southwest of the Riverton VOR 301° radial, extending from the 25-mile radius area to 37 miles northwest of the VOR.

Roanoke, Va.
That airspace extending upward from 700 feet above the surface within an 18-mile radius of the center 37° 19'30"N., 79°58'35"W., of Roanoke Municipal-Woodrum Airport, Roanoke, Va.; within a 23.5-mile radius of the center of the airport, extending clockwise from a 203° bearing to a 296° bearing from the airport; within a 19.5-mile radius of the center of the airport, extending clockwise from a 296° bearing to a 307° bearing from the airport; within 9.5 miles northwest and 4.5 miles southeast of the Roanoke Municipal Airport LDA Runway 5 course, extending from 5 miles southwest of the OM to 23.5 miles southwest of the OM, excluding the portion within the Blacksburg, Va., transition area.

Roanoke Rapids, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Halifax County Airport (lat. 36°26'29" N., long. 77°42'19" W.); within 3 miles each side of the 233° bearing from Rapids RBN (latitude 36°26'19" N., longitude 77°42'14" W.), extending from the 7-mile radius area to 8.5 miles southwest of the RBN.

Robinson, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Robinson, Ill., Municipal Airport (lat. 39°01'00"N., long. 87°39'00"W.) and within 5 miles each side of the 348° and 091° bearings from the Robinson Municipal Airport extending from the 7-mile radius area to 12 miles north and east of the airport, excluding the area which overlies the Sullivan, Ind., transition area.

Rochelle, Ill.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Rochelle Municipal Airport (latitude 41°53'35" N., longitude 89°04'45" W.) and within 3 miles either side of the Polo VORTAC 102° radial extending 1 mile west from the 5½-mile radius area excluding the portion that overlies the Rockford, Ill., transition area.

Rochester, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fulton County Airport (latitude 41°03'55" N., longitude 86°11'55" W.); and within 2 miles each side of the 096° bearing from Fulton County Airport, extending from the airport to 8 miles east of the airport.

Rochester, Minn.
That airspace extending upward from 700 feet above the surface within a 19½-mile radius of Rochester Municipal Airport (lat. 43°54'32" N., long. 92°29'47" W.); and within 4½ miles southwest and 9½ miles northeast of the Rochester ILS localizer southeast course, extending from the 19½-mile radius to 24 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles west and 7 miles east of the Rochester VORTAC 173° radial, extending from the Minnesota-Iowa border to 38 miles south of the VORTAC.

Rochester, N. H.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center (lat. 43°17'00"N., long. 70°57'00"W.) of the Sky Haven Airport, Rochester, N. H., excluding those portions that coincide with the Sanford, Maine, and Portsmouth, N. H., 700-foot transition areas.

Rochester, N. Y.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Rochester-Monroe County Airport, N. Y. (lat. 43°07'11"N., long. 77°40'18"W.); within 3.5 miles each side of the Rochester ILS localizer east course, extending from the 9.5-mile radius area to 11.5 miles east of the LOM; within 5 miles each side of the 141° bearing from the Briet LOM, extending from the 9.5-mile radius area to 13 miles southeast of the LOM; within 4 miles each side of the Rochester VORTAC 214° radial extending from the 9.5-mile radius area to 10.5 miles southwest of the VORTAC; within 4 miles each side of the VORTAC 280° radial extending from the 9.5-mile radius area to 10 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within the area bounded by a line extending from lat. 43°24'00"N., long. 76°53'00"W., to lat. 42°57'00"N., long. 76°57'00"W., to lat. 42°32'00"N., long. 77°36'00"W., to lat. 42°32'00"N., long. 78°21'00"W., to lat. 43°06'00"N., long. 78°21'00"W., to lat. 43°24'00"N., long. 77°55'00"W., to point of beginning.

AMENDMENTS 10/4/79 44 F. R. 47323 (Changed) Corr: 44 F. R. 53737

Rockford, Ill.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Greater Rockford Airport (latitude 42°11'50" N., longitude 89°05'45" W.), within 8 miles E and 5 miles W of the Rockford ILS localizer S course, extending from the Greater Rockford Airport to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 42°45'00" N., on the E by longitude 88°30'00" W., on the S by the Illinois-Wisconsin boundary, and on the W by longitude 89°55'00" W.

Rockingham, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Rockingham-Hamlet Airport (lat. 34°53'30"N., long. 79°45'35"W.); within 3 miles each side of the 126° bearing from the Roscoe RBN (lat. 34°51'09"N., long. 79°41'38"W.), extending from the 6.5-mile radius to 8.5 miles southeast of the RBN.

Rockland, Maine
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Knox County Regional Airport, Rockland, Maine (latitude 44°03'40" N., longitude 69°06'05" W.) and within 3.5 miles each side of the 194° bearing from the Sprucehead NDB (latitude 43°59'54" N., longitude 69°07'17" W.), extending from the 7.5-mile radius area to 11.5 miles south of the NDB.

Rockport, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Aransas County Airport (latitude 28°05'14" N., longitude 97°02'30" W.), and within 2 miles each side of the 314° bearing from the Rockport RBN (latitude 28°05'30" N., longitude 97°02'40" W.), extending from the 5-mile radius area to 8 miles northwest of the RBN, and within 2 miles each side of the Corpus Christi VORTAC 062° radial, extending from the 5-mile radius area to 20.5 miles northeast of the VORTAC.

Rock Rapids, Iowa
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Rock Rapids Municipal Airport (lat. 43°27'10"N., long. 96°10'50"W.) and within 3 miles either side of the 347° bearing from the Rock Rapids NDB (lat. 43°27'04"N., long. 96°10'40"W.) extending from the 6½-mile radius area to 8½ miles northwest of the NDB.
AMENDMENTS 11/29/79 44 F. R. 57915 (Added)

Rocksprings, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Edwards County Airport (latitude 29°56'30" N., longitude 100°10'30" W.) and within 1.5 miles each side of the Rocksprings VORTAC 125° radial extending from the 5-mile radius area to the Rocksprings VORTAC.

Rock Springs, Wyo.
That airspace extending upward from 700 feet above the surface within 11.5-mile radius of the Rock Springs-Sweetwater County Airport (lat. 41°35'45"N., long. 109°04'00"W.), within 12.5 miles north and 4.5 south of the 090° bearing and 12.5 miles north and 7.5 south of the 270° bearing from the Thaer LOM (lat. 41°35'49"N., long. 108°58'09"W.) extending from the 11.5-mile radius area to 18.5 miles east of the Thaer LOM and from the 11.5-mile radius area to 32 miles west of the Thaer LOM; and within 1 mile north and 6 miles south of the Rock Springs VORTAC 102° radial extending from the 11.5-mile radius area to 18.5 miles east of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 23-mile radius of the Rock Springs VORTAC and within 4.5 miles each side of the Rock Springs VORTAC 117° radial extending from the 23-mile radius circle to 35 miles southeast of the VORTAC.

Rockwood, Tenn.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of Rockwood Municipal Airport (lat. 35°55'20" N., long. 84°41'23" W.); excluding the portion within Crossville, Tenn., transition area.

Rocky Mount, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Rocky Mount Downtown Airport (lat. 35°58'01"N., long. 77°47'33"W.); within 5 miles each side of Tar River VORTAC 084° radial, extending from the 7-mile radius area to 11 miles east of the VORTAC; within an 8.5-mile radius of Rocky Mount-Wilson Airport (lat. 35°51'17" N., long. 77°53'34" W.).

Rogers City, Mich.
That airspace extending upward from 700 feet above the surface within a 5 (statute) mile radius of the Presque Isle County Airport (lat. 45°24'27"N., long. 83°48'46"W.) and within 2.75 miles each side of the proposed NDB 261° (true) bearing, extending from the 5-mile radius area to 7.5 miles (statute) east of the NDB, excluding the portion that coincides with the Alpena, Mich., transition area.

Rolla, Mo.
That airspace extending upward from 700 feet above the surface within a 5.5-statute mile radius of the Rolla Downtown Airport (latitude 37°56'10" N., longitude 91°48'55" W.).

Rome, Ga.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Richard B. Russell Airport (lat. 34°20'57" N., long. 85°09'31" W.); within 5 miles each side of Rome VOR 350° radial, extending from the 12-mile radius area of the VOR; within a 9.5-mile radius of Tom B. David Field, Calhoun, Ga., (latitude 34°27'18" N., longitude 84°56'24" W.); excluding the portion within the Dalton, Ga., transition area.

Romulus, N. Y.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of a point lat. 42°44' 30" N., long. 76°52'20" W., and within 3.5 miles each side of the 330° bearing from the Seneca RBN lat. 42° 44' 40" N., long. 76°54'18" W., extending from the 6-mile radius area to 11 miles northwest of the RBN.

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.

Roosevelt, Utah
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Roosevelt Municipal Airport, Roosevelt, Utah (lat. 40°16'33"N., long. 110°03'02"W.) and within 2 miles either side of the Myton, Utah, VORTAC 023° radial extending from the 5-mile radius of the airport to the Myton VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 39° 52'04.7"N., long. 110°15'10.2"W., to lat. 40°27'47.3"N., long. 110°15'58.9"W., to lat. 40°19'20.4"N., long. 109°33'14.8"W., to lat. 40°03'27.8"N., long. 109°24'47.7"W., to lat. 40°04'04.3"N., long. 109°44' 49.1"W., to lat. 39°52'27.4"N., long. 109°44'33.3"W., to point of beginning.

Rosanky, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Double D Ranch Airport (lat. 29°52'36"N., long. 97°17'20"W.) within 3 miles each side of the 293° bearing from the proposed NDB (lat. 29°53'44"N., long. 97°20'15"W.) extending from the 5-mile radius to 10 miles northwest of the proposed NDB.

Roscommon, Mich.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Roscommon County Airport (latitude 44°21'30" N., longitude 84°40'15" W.); and within 3 miles each side of the 082° bearing from Roscommon County Airport, extending from the 5½-mile radius area to 8 miles east of the airport.

Roseau, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Roseau Municipal Airport (lat. 48°51'25" N., long. 95°41'40" W.); within 2½ miles each side of the 163° bearing from Roseau Municipal Airport, extending from the 5-mile radius area to 7 miles south of the airport; and within 2½ miles each side of the 341° bearing from Roseau Municipal Airport, extending from the 5-mile radius area to 7 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles west and 9½ miles east of the 163° bearing from Roseau Municipal Airport, extending from the airport to 18½ miles south of the airport; and within 4½ miles west and 9½ miles east of the 341° bearing from Roseau Municipal Airport, extending from the airport to 18½ miles north of the airport, including that airspace east of and within a 9½-mile radius of the airport between the 71° and 73° bearings from the airport, and excluding the portions outside the United States.

Roseburg, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Roseburg Municipal Airport (latitude 43°14'20" N., longitude 123°21'15" W.), within 2 miles each side of the Roseburg VOR 177° radial, extending from the 5-mile radius area to 3.5 miles S of the VOR; that airspace extending upward from 1,200 feet above the surface within 8 miles W and 5 miles E of the 177° radial, extending from the VOR to 12 miles S of the VOR, and within 8 miles W and 5 miles E of the 003° and 183° radials, extending from 18 miles N to 7 miles S of the VOR.

Roswell, N. Mex.
That airspace extending upward from 700 feet above the surface within a 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.

Rugby, N. Dak.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Rugby Municipal Airport (latitude 48°23'15" N., longitude 100°01'15" W.); that airspace extending upward from 1,200 feet above the surface within a 12-mile radius of the Rugby Municipal Airport and within 9.5 miles north and 4.5 miles south of the 114° bearing from the Rugby, N. Dak., NDB (latitude 48°23'25" N., longitude 100°01' 30" W.); extending from the NDB to 18.5 miles east of the NDB; and within 9.5 miles south and 4.5 miles north of the 314° T bearing from the Rugby, N. Dak., NDB, extending from the NDB to 18.5 miles northwest of the NDB.

Russell, Kans.
That airspace extending upward from 700 feet above the surface within 2½ miles each side of the Hays, Kans., VORTAC 086° radial, extending from a 5-mile radius circle centered on the Russell Municipal Airport (latitude 38°52'20" N., longitude 98°48'45" W.) to 19 miles east of the VORTAC.

Russellville, Ark.
That airspace extending upward from 700 feet above the surface within a 7.5-statute mile radius of Russellville Municipal Airport, Russellville, Ark. (latitude 35°15'34" N., longitude 93°05'38" W.); and within 3.5 statute miles each side of the 186° bearing from Russellville NDB (latitude 35°15'34" N., longitude 93°05'40" W.), extending from the 7.5-mile radius area to 11.5 statute miles south of the NDB; excluding that portion which overlies the Morrilton, Ark., transition area.

Ruston, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Ruston Municipal Airport (latitude 32°30'45" N., longitude 92°37'45" W.), 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, and within 3.5 miles each side of the Ruston, La., VOR (latitude 32°27'54" N., longitude 92°36'30" W.), 167° radial extending from the 5-mile radius area to 11.5 miles south of the VOR.

Rutherford, N. C.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Rutherford County Airport (latitude 35°25'38" N., longitude 81°56'06" W.); within 3 miles each side of the 192° bearing from Rutherford RBN (latitude 35°20'56" N., longitude 81°57'11" W.), extending from the 9-mile radius area to 8.5 miles southwest of the RBN.

Rutland, Vt.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, lat. 43° 81'46" N., long. 72°56'54" W., of the Rutland State Airport, Rutland, Vermont, and an area bounded by a line beginning at lat. 43°30'00"N., long. 73°10'00" W., to lat. 43°53'00" N., long. 73°10'00" W., to lat. 43°53' 00" N., long. 73°50'00" W., to lat. 43°30'00" N., long. 72°50'00" W., to point of beginning.

Sabine Pass, Tex.
That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Sabine Pass, Tex., VORTAC 093° radial extending from the VORTAC to 17.6 miles east of the VORTAC.

Sabine Pass, Tex. (Offshore)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of coordinates lat. 29°15'53.2"N., long. 94°08'46.9"W.

Sac City, Iowa
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Sac City Municipal Airport (lat. 42°22'30"N., long. 94°58'45"W.), and within 3 miles each side of the 138° bearing from the Sac City NDB (lat. 42°22'33"N., long. 94°58'51"W.), extending from the 6½-mile radius area to 8½ miles southeast of the NDB and within 3 miles each side of the 172° bearing from the Sac City NDB, extending from the 6½-mile radius area to 8½ miles south of the NDB.
AMENDMENTS 8/9/79 44 F. R. 37621 (Rewritten)

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-165, thence via the W edge of V-165 to the N edge of V-244, thence via the N edge of V-244 to longitude 120°04'00" W., thence via longitude 120°04'-00" W., to latitude 38°07'00" N., thence via latitude 38°07'00" N., to longitude 121°37'00" W., thence via longitude 121°37'00" W., to latitude 38°02'00" N., thence via latitude 38°02'00" N., to the E edge of V-195, thence via the E edge of V-195 to point of beginning.

Saginaw, Mich.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Harry W. Browne Airport (lat. 43°25'58"N., long. 83°51'43"W.), excluding that portion presently designated the Clements Airport and the Tri-City Airport.

St. Augustine, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of St. Augustine Airport (lat. 29°57'30" N., long. 81°20'27" W.); within 3 miles each side of the St. Augustine VOR (lat. 29° 57'30" N., long. 81°20'19" W.) 311° radial, extending from the 6.5-mile radius area to 8.5 miles west of the VOR.

St. Clairsville, Ohio
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Alderman Field Airport (lat. 40°03'25"N., long. 80°57'48"W.); within 1.5 miles either side of the Bellaire VORTAC 290° radial extending from the 5.5-mile radius to the VORTAC.

AMENDMENTS 11/29/79 44 F. R. 51552 (Added)

St. Cloud, Minn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the St. Cloud Municipal Airport (lat. 45°32'43"N., long. 94°03'42"W.); and within 3 miles each side of the 123° radial from the airport, extending from the 7-mile radius area to 8.5 miles southeast of the airport.

St. George, Utah
That airspace extending upward from 700 feet above the surface within 9.5 miles northeast and 6 miles southwest of the St. George, Ut., VOR (lat. 37°05'17"N., long. 113°35'30"W.) 131 radial extending from 7 miles northwest to 18.5 miles southeast; and within 5 miles each side of the St. George VOR 183 radial extending from the VOR to 15.5 miles south; that airspace extending upward from 1200 feet above the surface within an arc of a 23 mile radius of the St. George VOR extending clockwise from the 058 radial to the 239 radial; and within 10 miles east and 6.5 miles west of the St. George VOR 183 radial extending from the 23 mile arc to 37.5 miles south of the VOR.

St. Johns, Ariz.
That airspace extending upward from 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.

St. Joseph, Mo.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Rosecrans Memorial Airport (latitude 39°46'25" N., longitude 94°54'45" W.); and within 5 miles east and 8 miles west of the St. Joseph ILS localizer south course, extending from the 8-mile radius area to 12 miles south of the OM; and that airspace extending upward from 4,500 feet MSL in the vicinity of St. Joseph bounded by V-13 on the west, V-161 on the east and V-50 on the south; within the area bounded on the west by V-13, on the north by V-50, on the east by V-161 and on the south by a direct line from latitude 39°39'30" N., longitude 94°07'40" W. to latitude 39°40'45" N., longitude 94°18'35" W.; within the area bounded on the north by V-216, on the east by V-15 and on the southwest by a line starting at the intersection of the south edge of V-216 and on the north edge of V-50, to the intersection of the north edge of V-50 and a line from latitude 40°00'35" N., longitude 95°32'30" W. to latitude 40°09'00" N.; longitude 95°30'00" W.; thence direct to latitude 40°09'00" N., longitude 95°30'00" W., to latitude 40°05'40" N., longitude 95°07'35" W., thence clockwise along the arc of a 14-mile radius circle centered on the St. Joseph VOR to its intersection with the west edge of V-15; and the area bounded on the southwest by V-15, on the north by V-216, on the southeast by V-77 and on the south by the arc of a 14-mile radius circle centered on the St. Joseph VOR.

St. Louis, Mo.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Lambert-St. Louis International Airport (latitude 38°44'50" N., longitude 90°21'55" W.); within 5 miles southeast and 8 miles northwest of the Lambert-St. Louis International Airport Runway 24 ILS localizer northeast course, extending from the 10-mile radius area to 12 miles northeast of the Runway 24 OM; within 5 miles southwest and 9 miles northeast of the Lambert-St. Louis International Airport Runway 12R ILS localizer northwest course extending from the Runway 12R OM to 12 miles northwest of the OM; within a 7-mile radius of St Charles Smartt Airport, St. Charles, Missouri (latitude 38°55'43" N., longitude 90°25'41" W.); within an 8-mile radius of Civic Memorial Airport, Alton, Illinois (latitude 38°53'30" N., longitude 90°03'00" W.); within a 6.5-mile radius of Weiss Municipal Airport, Fenton, Missouri (latitude 38°32'15" N., longitude 90°26'50" W.); that airspace extending upward from 2,500 feet MSL within the area bounded on the northwest by the southeast edge of V-335, on the east by the Missouri-Illinois boundary, on the south by the north edge of V-190 and on the west by the east edge of V-9; and that airspace extending upward from 4,500 feet MSL within the area bounded on the north by the south edge of V-88, on the northeast by the southwest edge of V-9W, on the south by the north edge of V-72, on the west by a line 5 miles west of and parallel to the St. Louis VORTAC 200° radial, on the northwest by the southeast edge of V-238; within the area bounded on the north by the south edge of V-12, on the southeast by the northwest edge of V-14N, on the southwest by the northeast edge of V-175, and on the northwest by a line 5 miles southeast of and parallel to the Jefferson City, Missouri VOR 041° radial, and within the area bounded on the northeast by the southwest edge of V-52 and the Missouri-Illinois boundary, on the south by the north edge of V-4N, and on the northwest by the southeast edge of V-63.

St. Marys, Pa.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 41°24'45"N., long. 78°30'20"W. of St. Marys Municipal Airport, St. Marys, Pa.; within 2.5 miles each side of the Slate Run, Pa. VORTAC 256° radial, extending from the 5.5-mile radius area to 21.5 miles west of the VORTAC; within 3.5 miles each side of a 091° bearing from the center of the airport, extending from the 5.5-mile radius area to 10 miles east of the center of the airport; within 3.5 miles each side of a 271° bearing from the center of the airport, extending from the 5.5-mile radius area to 9 miles west of the center of the airport.

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.

Salem, Oreg.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of McNary Field, Salem, Oreg. (latitude 44°54'35" N., longitude 123°00'05" W.); within 2 miles each side of a 196° bearing from the Salem ILS LOM, extending from the 7-mile radius area to 8 miles S of the LOM and within 2 miles each side of the Salem ILS localizer SE course, extending from the 7-mile radius area to 6 miles SE of the LOM; that airspace extending upward from 1,200 feet above the surface within 6 miles SW and 7 miles NE of the 150° and 330° bearings from the Salem ILS LOM, extending from V-23E to V-23W.

Salina, Kans.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Salina Municipal Airport (latitude 38°47'40" N., longitude 97°39'30" W.); within 4½ miles W and 9½ miles E of the Salina ILS localizer course, extending from 3 miles N to 18½ miles S of the ILS OM; and within 5 miles each side of the Salina VORTAC 012° radial extending from the 9-mile radius area to 17½ miles N of the VORTAC, excluding the portion which overlies Restricted Area R-3601 and the McPherson, Kans., 700-foot floor transition area.

Salisbury, Md.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°20'21" N., long. 75°30'41" W. of Salisbury-Wicomico County Airport, Salisbury, Md.; within 3.5 miles each side of the Salisbury VORTAC 209° radial, extending from the 6.5-mile radius area to 11.5 miles southwest of the VORTAC; within 3.5 miles each side of the Salisbury VORTAC 052° radial, extending from the 6.5-mile radius area to 11 miles northeast of the VORTAC; within 4 miles each side of the Salisbury-Wicomico County Airport localizer northwest course, extending from the 6.5-mile radius area to 10.5 miles northwest of the localizer; and within 3.5 miles each side of the Salisbury VORTAC 132° radial extending from the 6.5-mile radius area to 11.5 miles southeast of the VORTAC.

Salisbury, N. C.
That airspace extending upward from 700 feet above the surface within 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 017° bearing from Salisbury RBN (latitude 35°40'29"N., long. 80°30'32"W.), extending from the 8-mile radius area to 8.5 miles north of the RBN; within 3 miles each side of Rowan VOR (lat. 35°38'56"N., long. 80°31'21"W.) 191° radial extending from the 8-mile radius area to 8.5 miles south of the VOR.
PENDING AMENDMENT
The Salisbury, N. C., transition area is amended by deleting "017° bearing from Salisbury RBN (lat. 35° 40'29"N., long. 80°30'22"W.)" and substituting "023° bearing from Salisbury RBN (lat. 35°40'27"N., long. 80° 30'22"W.)" therefor.
AMENDMENTS 12/6/79 44 F. R. 67106 (Changed)

Salt Lake City, Utah
That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 41° 00'00"N., long. 111°45'00"W., thence south along long. 111°45'00"W., to lat. 40°22'30"N., thence southeast to lat. 40°10'20"N., long. 111°35'00"W., thence southwest to lat. 40°03'30"N., long. 111°48'30"W., thence northwest to lat. 40°43'00"N., long. 112°22'00"W., thence north along long. 112°22'00"W., to lat. 41°00' 00"N., thence east along lat. 41°00'00"N., to the point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 41°00'00"N., on the east by long. 111°25'30"W., on the south by lat. 39°56'30"N., and on the west by the east edge of R-6402 and long. 113°00'00"W.; that airspace east of Salt Lake City extending upward from 11,000 feet MSL bounded on the northwest by the southeast edge of V-32, on the southeast by the northwest edge of V-235, on the southwest by the northeast edge of V-101 and on the west by long. 111°25'30"W.; and that airspace southeast of Salt Lake City extending upward from 13,500 feet MSL bounded on the northeast by the southwest edge of V-484, on the south by the north edge of V-200 and on the west by long. 111°25'30"W.; excluding the portion within Restricted Area R-6403 and the Bonneville, Utah, transition area.

Salyer Farms, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Salyer Farms Airport (latitude 36°05'01" N., longitude 119°32'39" W.), and within 2 miles each side of the 151° bearing from the Salyer Farms radio beacon (latitude 36°05'14" N., longitude 119°32'44" W.) extending from the 3-mile radius area to 8 miles southeast of the radio beacon excluding that airspace within a 1-mile radius of Corcoran Airport (latitude 36°06'10" N., longitude 119°35'40" W.), that airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 151° bearing from the Salyer 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.

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°38'00" N., longitude 98°50'15" W.; thence northwest to latitude 29°43'30" N., longitude 98°57'00" W.; thence northeast to latitude 29°53'00" N., longitude 98°50' 30" W.; thence southeast to the 23-mile radius circle at latitude 29°47'30" N., longitude 98°42'40" W.; thence clockwise along the arc of the 23-mile radius circle to latitude 29°46'30" N., longitude 98°12'30" W.; thence to latitude 29°43'00" N., longitude 98°01'30" W.; thence to point of beginning and within 5 miles northeast and 8 miles southwest of the La Vernia VOR 149° radial extending from the VOR to 12 miles southeast.

San Carlos, Ariz.
That airspace extending upward from 1,200 feet above the surface bounded on the northwest by the southeast edge of V-190,
on the east by an arc of a 115 mile radius circle centered on Williams AFB, Ariz. (latitude 33°18'25" N., longitude 111°39'35" W.); on the south by the north edge of V-94 and on the west by longitude 110°52'00" W.

San Diego, Calif.
That airspace extending upward from 700 feet above the surface bounded by a line beginning at latitude 33°15' 00" N., longitude 117°30'30" W., to latitude 33°15'00" N., longitude 117°02'00" W., to latitude 33°00'00" N., longitude 116°45'00" W., thence S along longitude 116°45'00" W., to the United States/Mexican Border, thence W along the United States/Mexican Border and Flight Information Region Boundary to lat. 32°29'40"N., long. 117°21'00"W., to lat. 32°31'30"N., long. 117°30'00"W.; to lat. 32°36'50"N., long. 117°32' 54"W.; to lat. 32°34'45"N., long. 117°39'00"W.; to lat. 32°49'30"N., long. 117°45'15"W.; to lat. 32°53'00"N., long. 117°41'40"W.; to lat. 33°12'30"N., long. 117°58'45"W.; to lat. 33°15'00"N., long. 117°30'00"W.; thence north via long. 117°30'00"W., to the point of beginning.

AMENDMENTS 12/28/78 43 F. R. 51009 (Changed)

Sand Springs, Okla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the William R. Pogue Municipal Airport (lat. 36°10'25"N., long. 96°08'55"W.) excluding that airspace that overlies the Tulsa, Okla., transition area.

Sandusky, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Griffing-Sandusky Airport (latitude 41°26'01" N., longitude 82°39'08" W.); within 3 miles either side of the Sandusky VOR 090° radial extending from the 5-mile radius to 7½ miles east of the airport excluding that portion that overlies the Port Clinton transition area.

Sanford, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sanford Airport (lat. 28°46'30" N., long. 81°14'25" W.); within 3 miles each side of the 260° bearing from Sanford RBN (lat. 28°37'05" N., long. 81°14'36" W.); extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

Sanford, Maine
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Sanford Municipal Airport (latitude 43°23'30" N., longitude 70°42'35" W.); within 2 miles each side of the Kennebunk, Maine VOR 066° radial, extending from the 7-mile radius area to 8 miles NE of the VOR.

Sanford, N. C.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Sanford Municipal Airport (latitude 35°25'55" N., longitude 79°11'10" W.); within 2.5 miles each side of Sandhills VORTAC 057° radial, extending from the 5.5-mile radius area to 21 miles northeast of the VORTAC.

San Francisco, Calif.
That airspace extending upward from 700 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by longitude 121°52'00" W., on the S by latitude 37°30'00" N., and on the W by a line extending from latitude 37°30'00" N., longitude 122°27'00" W., to latitude 37°34'00" N., longitude 122°31'00" W., to latitude 37°55'00" N., longitude 122°31'00" W., to latitude 38°02'00" N., longitude 122°40'00" W.; and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 38°02'00" N., on the E by a line extending from latitude 38°02'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°37'00" W., to latitude 37°38'00" N., longitude 121°50'00" W., to latitude 37°30'00" N., longitude 121°50'00" W., on the S by latitude 37°30'00" N., and on the W by V-27 and V-199.

San Jose, Calif.
That airspace extending upward from 700 feet above the surface within 5 miles each side of the Moffett TACAN 157° radial extending from the TACAN to 23 miles southeast of the TACAN, within 2 miles each side of the San Jose ILS localizer course extending from the San Jose 5-mile radius control zone to 1 mile SE of the San Jose LOM, within 5 miles SW and 8 miles NE of the San Jose VOR 139° radial, extending from 16 miles SE to 28 miles SE of the VOR, and that airspace bounded by a line beginning at latitude 37°30'00" N., longitude 121°52'00" W., thence to latitude 37°22'00" N., longitude 122°08'00" W., thence to latitude 37°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 lat. 18°23'00" N., within a 20-mile radius of Puerto Rico International Airport (latitude 18°26'48" N., longitude 66°00'07" W.); that airspace north of latitude 18°23'00" N., within a 12-mile radius of Puerto Rico International Airport; within 5 miles each side of the San Juan VORTAC 058° radial, extending from the 12-mile radius area to 15 miles northeast of the VORTAC; within 4 miles each side of the San Juan VORTAC 086° radial, extending from the 12-mile radius area to 12 miles east of VORTAC; within 5 miles each side of the 101° bearing from the Dorado RBN, extending from the 12-mile and 20-mile radius areas to the Dorado RBN; within 9.5 miles north and 4.5 miles south of the 277° bearing from the San Pat RBN, extending from the 12-mile and 20-mile radius areas to 18.5 miles west of the RBN; and that airspace
extending upward from 1,200 feet above the surface beginning at the intersection of a line 4 nautical miles north of and parallel to the centerline of Route 2 and the arc of a 41-mile radius circle centered at Puerto Rico International Airport west of San Juan VORTAC; thence clockwise along this arc to the centerline of Route 3; thence southeast along the centerline of Route 3 to the arc of a 23-mile radius circle centered at Puerto Rico International Airport; thence clockwise along this arc to longitude 65°55'00" W.; thence south to latitude 18°40'00" N., longitude 65°55'00" W.; thence east to latitude 18°40'00" N., longitude 65°26'00" W.; thence south along longitude 65°26'00" W. to a line 4 nautical miles north of and parallel to the centerline of Route 2; thence east and southeast along this line to the arc of a 15-mile radius circle centered at Harry S. Truman Airport (latitude 18°20'26" N., longitude 64°58'11" W.); thence counterclockwise along this arc to a line 3 nautical miles southwest of and parallel to the centerline of Route 2; thence northwest and west along this line to longitude 65°26'00" W.; thence south along longitude 65°26'00" W. to the arc of a 15-mile radius circle centered at NS Roosevelt Roads Airport (latitude 18°15'05" N., longitude 65°38'35" W.); thence clockwise along this arc to the intersection of a line 5 miles southeast of and parallel to the 052° bearing from the Point Tuna RBN; thence southwest along this line to latitude 18°00'00" N.; thence west along latitude 18°00'00" N., to and south along longitude 66°15'00" W., to and east along a line 4.5 miles north of and parallel to Ponce VOR 111° radial, to and south along a line 18.5 miles east of Ponce VOR and perpendicular to the Ponce VOR 111° radial, to latitude 17°46'15" N., longitude 66°18'30" W.; thence west along a line 9.5 miles south of and parallel to Ponce VOR 111° radial to the intersection of a 15-mile radius circle centered at Mercedita Airport (latitude 18°00'40" N., longitude 66°33'50" W.); thence clockwise along this arc to latitude 18°00'00" N.; thence west to latitude 18°07'00" N., longitude 67°22'00" W.; thence north to the intersection of longitude 67°23'00" W. and the arc of a 25-mile radius circle centered at Borinquen Airport (latitude 18° 29'45" N.,
longitude 67°08'00" W.); thence clockwise along this arc to a line 4 nautical miles north of and parallel to the centerline of Route 2 east of Borinquen Airport; thence east along this line to the point of beginning; and that
airspace extending upward from 2,000 feet MSL within a 100 nautical mile radius of the Isla Grande Airport (Latitude 18°27'33" N., longitude 66°05'55" W.) San Juan, P. R.; excluding the portion that coincides with the 1,200-foot floor portions of the San Juan, St. Croix, and St. Thomas transition areas.

San Luis Obispo, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of San Luis Obispo County Airport (latitude 35°14'16" N., longitude 120°38'20" W.); within 2 miles each side of the San Luis Obispo VORTAC 280° and 100° radials, extending from the 3-mile radius area to 8 miles west of the VORTAC; and within 2 miles west and 3 miles east of the 191° bearing from the San Luis Obispo County Airport, extending from the 3-mile radius area to 6 miles south of the airport.

San Marcos, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the San Marcos Municipal Airport (lat. 29°53'38"N., long. 97°51'45"W.) and 2 miles either side of the 138° bearing from the San Marcos, Tex., Gary NDB (lat. 29°54'00"N., long. 97°52'14"W.), extending from the 6-mile radius to a point 8 miles from the NDB.

San Rafael, Calif.
That airspace extending upward from 700 feet above the surface bounded on the E by the W edge of V-195, on the S by latitude 38°02'00" N., and on the W and N by an arc of a 23-mile radius circle centered on Hamilton AFB (latitude 38°03'35" N., longitude 122°30'35" W.); that airspace extending upward from 1,200 feet above the surface bounded on the N by the S edge of V-200, on the E by the W edge of V-195, on the S by latitude 38°02'00" N. on the W by the E edge of V-199 to latitude 38°43'30" N., thence via latitude 38°43'30" N. to the E edge of V-25, thence via the E edge of V-25 to the S edge of V-200.

San Simon, Ariz.
That airspace extending upward from 1,200 feet above the surface within 10 miles N and 7 miles S of the San Simon VOR 089° and 269° radials, extending from 9 miles W to 20 miles E of the VOR, excluding the portion within the Cochise, Ariz., Portal, Ariz., and New Mexico transition areas.

Santa Barbara, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Santa Barbara ILS localizer west course, extending from the OM to 2 miles west of the OM; between the arcs of a 5-mile radius circle and 8.5-mile radius circle centered on the Santa Barbara Municipal Airport (latitude 34°25'35" N., longitude 119°50'20" W.), extending clockwise from a line 2 miles north of the 089° bearing from the Santa Barbara LMM to a line 2.5 miles south of the 115° bearing from the LMM; and within 2 miles east and 7 miles west of the Santa Barbara VORTAC 196° radial, extending from a 5-mile radius circle centered on the Santa Barbara Municipal Airport to 15.5 miles south of the VORTAC;
and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 35°35'00" N., longitude 120°05'00" W., thence to latitude 35°05'00" N., longitude 120°05'00" W., to latitude 35°05'00" N., longitude 119°30'00" W., to latitude 34°20'00" N., longitude 119°30'00" W., to latitude 34°20'00" N., long. 120°00'00"W., to lat. 34°08'00"N., long. 120°00'00"W., to lat. 34°08'00"N., long. 120°26'00"W., to lat. 34°06'15"N., long. 120°30'00"W., to lat. 34°24'00"N., longitude 120°30'00" W., to latitude 34°24'45" N., longitude 120°27'20" W., to latitude 34°35'00" N., longitude 120°31'40" W., to latitude 34°39'50" N., longitude 120°31'15" W., to latitude 34°46'15" N., longitude 120°26'40" W., to latitude 34°49'00" N., longitude 120°27'15" W., to latitude 34°59'32" N., longitude 120°41'50" W., to latitude 35°10'00" N., longitude 120°55'00" W., to latitude 35°21'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 121°03'00" W., to latitude 35°33'00" N., longitude 120°40'30" W., to latitude 35°22'25" N., longitude 120°31'50" W., to latitude 35°31'40" N., longitude 120°15'00" W., to latitude 35°35'35" N., longitude 120°18'10" W., thence to point of beginning.

Santa Catalina, Calif.
That airspace extending upward from 700 feet above the surface within 5 miles each side of the Santa Catalina 229°T (214°M) and 012°T (357°M) radials extending from 6 miles north to 12 miles southwest of the Santa Catalina VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded on the E by long. 117°30'00"W., on the S by a line extending from lat. 33°15'00"N., long. 117°30'00"W., to lat. 33°11' 00" N., longitude 117° 48' 55" W., to latitude 33° 18' 00" N., longitude 118° 34' 00" W., on the W by longitude 118° 34' 00" W., and on the N by latitude 33° 30' 00" N., excluding the portion within Control Area 1177.

Santa Elena, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Diamond "O" Ranch Airport (latitude 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.

Santa Fe, N. Mex.
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the Santa Fe County Municipal Airport (latitude 35°37'00" N., longitude 106°05'25" W.), and within 3 miles each side of the Santa Fe VORTAC 165° radial, extending from the 11.5-mile radius area to 9 miles south of the VORTAC.

Santa Maria, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Santa Maria Public Airport (latitude 34°53'55" N., longitude 120°27'20" W.) and within 3 miles each side of the Santa Maria VOR 133° and 327° radials extending from 17 miles southeast to 7 miles northwest of the VOR.

Santa Rosa, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sonoma County Airport (latitude 38°30'30" N., longitude 122°48'45" W.) and within a 1-mile radius of Santa Rosa 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 5-mile radius of Santa Ynez Airport (latitude 34°36'25" N., longitude 120°04'30" W.), within 5 miles each side of the Santa Barbara VORTAC 291° radial extending from the 5-mile radius area to 35 miles west of the VORTAC and within 1.5 miles each side of the Gaviota VORTAC 009° and 178° radials from the 5-mile radius area to 1 mile south of the VORTAC.

Saranac Lake, N. Y.
That airspace extending upward from 700 feet above the surface beginning at lat. 44°38'00" N., long. 74°12'00" W.; to lat. 44°40'00" N., long. 73°55'00" W.; to lat. 44°21'00" N., long. 73°50'00" W.; to lat. 44°08'00" N., long. 74°27'00" W.; to lat. 44°21'00" N., long. 74°38'00" W.; to point of beginning.

Sarasota, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Sarasota-Bradenton Airport (lat. 27°23'47" N., long. 82°33'15" W.); within 3 miles each side of Sarasota VORTAC 050° and 302° radials, extending from the 8.5-mile radius area to 8.5 miles northeast and northwest of the VORTAC; within 5 miles each side of Sarasota VORTAC 142° radial, extending from the 8.5-mile radius area to 8.5 miles southeast of the VORTAC; excluding that airspace outside the continental limits of the United States.

Sault Ste. Marie, Mich.
That airspace extending upward from 700 feet above the surface within 8.5 statute miles of the Chippewa County Airport (lat. 46°14'52"N., long. 84°28'15"W. estimated).

AMENDMENTS 11/29/79 44 F. R. 58684 (Rewritten)

Sault Ste. Marie Ontario, Canada
Over the United States, that airspace extending 700 feet above the surface within 8.5 statute miles of the Sault Ste. Marie, Ontario Airport; (lat. 46°29'N., long. 84°31'W. estimated); and within 1.75 statute miles each side of the 297°T bearing from the geographical center extending from the 8.5-statute-mile radius to 12 statute miles northwest.

AMENDMENTS 11/29/79 44 F. R. 58684 (Added)

Savannah, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Savannah Municipal Airport (lat. 32°07'35" N., long. 81°12'05" W.); within 3 miles each side of Savannah VORTAC 061° radial, extending from the 8.5-mile radius area to 8.5 miles northeast of the VORTAC; within 3 miles each side of the ILS localizer east course, extending from the 8.5-mile radius area to 13 miles east of Runway 27 threshold; within an 8.5-mile radius of Hunter AAF (lat. 32°00'35" N., Long. 81°08'45" W.); excluding the portion east bounded on the south by a line 2 miles north of and parallel to the extended centerline of Hunter AAF Runway 27; on the west by a line 6 miles east of and parallel to Hunter VOR 001° radial, and on the north by a line 3 miles south of and parallel to Savannah ILS localizer east course.

Savannah, Tenn.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Savannah Municipal Airport (latitude 35°10'15" N., longitude 88°13'00" W.); within 3 miles each side of the 197° bearing from Savannah RBN (latitude 35°10'13" N., longitude 88°12'50" W.), extending from the 7-mile radius area to 8.5 miles south of the RBN.

Scottsbluff, Nebr.
That area extending upward from 700 feet above the surface within a 9.5-mile radius of the Scottsbluff County Airport (lat. 41°52'40"N., long. 103°35'47"W.); within 4.5 miles south and 9.5 miles north of the Scottsbluff VORTAC 079° radial extending from the 9.5-mile radius to 13 miles east of the VORTAC; within 4.5 miles southwest and 9.5 miles northeast of the ILS localizer southeast course extending from the 9.5-mile radius to 13 miles southeast of the outer marker; within 5 miles northeast and 9.5 miles southwest of the ILS localizer northwest course extending from the 9.5-mile radius to 17.5 miles northwest of the airport; within 4.5 miles south and 4.5 miles north of the Scottsbluff VORTAC 256° radial extending from the 9.5-mile radius to 19.5 miles west of the VORTAC.

AMENDMENTS 12/28/78 43 F. R. 51007 (Rewritten)

Searcy, Ark.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Searcy Municipal Airport (latitude 35°13'17" N., longitude 91°44'15" W.).

Seattle, Wash.
That airspace extending upward from 700 feet above the surface bounded on the east by a line beginning at lat. 49°00' N., long. 122°21' W.; to lat. 48°40' N., long. 122°21' W.; to lat. 48°40' N., long. 122°05' W.; to lat. 47°30' N., long. 121°48' W.; to lat. 47°10' N., long. 121°48' W.; to lat. 46°48' N., long. 122° 15' W., on the south by a line extending to lat. 46°42' N., long. 123°17' W., on the west by a line extending to lat. 47°10' N., long. 123°17' W.; to lat. 47°40'00"N., long. 123°03'30"W.; to lat. 48°17' N., long. 123° 15' W.; thence via the Canada/United States boundary to the point of beginning; that airspace extending upward from 1,200 feet above the surface bounded on the north by a line beginning at lat. 48°05' N., long. 123° 40' W.; to lat. 48°05' N., long. 121°35' W., on the east by a line extending to the south via long. 121°35' W., to the south edge of V-204, on the south by the south edge of V-204 and lat. 46°30' N., to the east edge of V-27, on the west by east edge of V-27 to long. 123°40' W., to the point of beginning; that airspace east of Seattle extending upward from 9,500 feet MSL bounded on the north by a line beginning at lat. 48°00' N., long. 121°35'W.; to lat. 48°00'N., long. 120°00'W., on the east by a line extending south via long. 120° 00'W., to the north edge of V-2N; on the south by the north edge of V-2N to long. 121°35'W.; and on the west by long. 121°35'W., to the point of beginning.

AMENDMENTS 2/22/79 43 F. R. 59476 (Changed)

Sebring, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sebring Airport and Industrial Park (lat. 27°27'20"N., long. 81°20'30"W.); within 3 miles each side of the 161° bearing from Sebring RBN (lat. 27°27'37"N., long. 81°21'00"W.), extending from the 6.5-mile radius area to 8.5 miles south of the RBN.

AMENDMENTS 8/9/79 44 F. R. 31944 (Changed)

Sedalia, Mo.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Sedalia Memorial Airport (lat. 38°42'15"N., long. 93°11'00"W.); within 3 miles each side of the 010° bearing from Sedalia Memorial Airport, extending from the 6.5-mile radius area to 8 miles north of the airport; and within 3 miles each side of the 176° bearing from Sedalia Memorial Airport, extending from the 6.5-mile radius area to 8 miles south of the airport.

Sedona, Ariz.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Sedona Airport (latitude 34°51'00" N., longitude 111°47'10" W.), within 2.5 miles each side of the 219° bearing from the Sedona radio beacon (latitude 34°49'41" N., longitude 111°48'48" W.), extending from the 3-mile radius area to 7 miles SW of the radio beacon; that airspace extending upward from 1,200 feet above the surface within 9 miles NW and 12 miles SE of the 219° bearing from the Sedona radio beacon extending from the radio beacon to 18.5 miles SW of the radio beacon.

Selinsgrove, Pa.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the center, lat. 40°49'04" N., long. 76°51'51" W. of Penn Valley Airport, Selinsgrove, Pa.; within 3.5 miles each side of the Selinsgrove, Pa., VORTAC 209° radial extending from the 10.5-mile radius area to 10.5 miles southwest of the VORTAC; within the arc of a 14-mile radius circle centered on Penn Valley Airport extending clockwise from 095° to 125°.

Selma, Ala.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Craig Field Airport (lat. 32°20'30"N., long. 86°59'15"W.).
AMENDMENTS 4/19/79 44 F. R. 10362 (Rewritten)

Selmer, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Robert Sibley Airport (latitude 35°12'38" N., longitude 88°30'30" W.); within 3 miles each side of the 334° bearing from Sibley RBN (latitude 35°14'15" N., longitude 88°31'03" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Seven Springs, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 40°00'35"N., 79°19'20"W., of Seven Springs Borough Airport, Seven Springs, Pa.; within 3.5 miles each side of the Indian
Head, Pa. VORTAC 218° radial, extending from the 6-mile radius area to 11.5 miles southwest of the Indian Head VORTAC. This transition area is effective from sunrise to sunset, daily.

Seymour, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Freeman Field (latitude 38°55'36" N., longitude 85°54'20" W.); within 3 miles each side of the 061° bearing from Freeman Field, extending from the 7-mile radius area to 7½ miles northeast of the airport; and within 3 miles each side of the 161° bearing from Freeman Field extending from the 7-mile radius area to 7½ miles 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.

Shamokin, Pa.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 40°50'15"N., 76°33'00"W. of Northumberland County Airport, Shamokin, Pa.; within a 7-mile radius of the center of the airport, extending clockwise from a 035° bearing to a 069° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from 069° bearing to a 110° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 110° bearing to a 157° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 157° bearing to a 260° bearing from the airport; within 4.5 miles each side of the Selinsgrove, Pa., VORTAC 080° radial, extending from the 6.5-mile radius area to the Selinsgrove, Pa., VORTAC.

Shawnee, Okla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Shawnee Municipal Airport (lat. 35°21'16"N., long. 96°56'33"W.); within 3.5 miles each side of the 007° bearing from the Shawnee NDB (lat. 35°20'51"N., long. 96°56'48"W.) extending from the 8.5-mile radius area to 11.5 miles north of the NDB; within an 8.5-mile radius of Seminole Municipal Airport (lat. 35°16'15"N., long. 96°40'30"W.); and within 3.5 miles each side of the 353° bearing from the Seminole NDB (lat. 35°16'08"N., long. 96°40'30"W.) extending from the 8.5-mile radius area to 11.5 miles north of the NDB.

Sheboygan, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Sheboygan County Memorial Airport (latitude 43°46'18" N., longitude 87°51'08" W.).

Shelby, Mont.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Shelby Airport (latitude 48°32'26" N., longitude 111°52'30" W.) and within 3 miles each side of the 043° bearing from Shelby Airport extending from the 6-mile radius area to 8.5 miles northeast of the airport; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of a direct course between the Cut Bank, Mont., VORTAC and the Shelby Airport, extending from the airport to 7 miles east of the VORTAC and within 4.5 miles southeast and 9.5 miles northwest of the 043° bearing from the Shelby Airport, extending from the airport to 18.5 miles northeast of the airport.

Shelby, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shelby Municipal Airport (latitude 35°15'25" N., longitude 81°36'00" W.); within 3 miles each side of the Spartanburg VORTAC 052° radial, extending from the 7-mile radius area to 13 miles northeast of the VORTAC.

Shelbyville, Ill.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Shelby County Airport (latitude 39°24'30" N., longitude 88°50'45" W.); and within 3 miles either side of the 186° bearing from the Shelby County Airport extending from the 5.5-mile radius area to 8 miles south of the airport.

Shelbyville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Shelbyville Memorial Airport (latitude 39°34'50" N., longitude 85°48'20" W.), and within 2 miles each side of the Shelbyville, Ind., VOR 340° radial extending from the 5-mile radius area to 8 miles north of the VOR.

Shelbyville, Tenn.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Bomar Field (latitude 35°33'44" N., longitude 86°26'33" W.); within 4.5 miles north and 9.5 miles south of the Shelbyville VOR 272° radial, extending from the VOR to 18.5 miles west; within 4.5 miles east and 9.5 miles west of the Shelbyville VOR 195° radial, extending from the VOR to 18.5 miles south; within a 9.5 mile radius of Ellington Airport, Lewisburg, Tenn. (latitude 35°30'35" N., longitude 86°48'15" W.); excluding the portion within the Mount Pleasant, Tenn., transition area.

Sheldon, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Sheldon Municipal Airport (latitude 43°12'35" N., longitude 95°50'05" W.); and within 3 miles each side of the 163° bearing from Sheldon Municipal Airport, extending from the 5½-mile radius area to 8 miles south of the airport.

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.

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, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sheridan Airport (latitude 40°10'33" N., longitude 86°13'58" W.); within 2.5 miles either side of the 019° bearing from the airport, extending from the 5-mile radius to 6 miles north excluding the portion which overlies the Zionsville, Ind., transition area.

Sheridan, Wyo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sheridan County Airport (latitude 44°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;
and that airspace southeast of Sheridan bounded on the north by a line located 5 miles south of and parallel to the Sheridan VORTAC 104° radial, on the east by a 35-mile radius arc of the Sheridan VORTAC, and on the south by a line located 10 miles north of and parallel to the Sheridan VORTAC 138° radial.

Sherman, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Sherman Municipal Airport (lat. 33°37'30"N., long. 96°35'00"W.) and within an 8.5-mile radius of Grayson County Airport (lat. 33° 42'55"N., long. 96°40'25"W.).

AMENDMENTS 12/28/78 43 F. R. 48627 (Rewritten)

Shirley, N. Y.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 40° 49'00" N., 72°51'45" W., of Brookhaven Airport, Shirley, N. Y., and within 4.5 miles northwest and 6.5 miles southeast of the 065° bearing and the 245° bearing from the Peconic, N. Y., RBN, extending from 5.5 miles northeast to 11.5 miles southwest of the RBN, excluding the portions that coincide with the Islip, N. Y., Calverton, N. Y., and Westhampton Beach, N. Y., transition areas.

Shreveport, La.
That airspace extending upward from 700 feet above the surface within an area bounded by a line beginning at latitude 32°48'10" N., longitude 33°48'30" W.; to latitude 32°42'00" N., longitude 93°37'00" W.; to latitude 32°25'00" N., longitude 93°27'00" W.; to latitude 32°14'00" N., longitude 93°27'00" W.; to latitude 32°16'30" N., longitude 93°53'30" W.; to latitude 32°35'30" N., longitude 94°00'30" W.; to point of beginning.

Sidney, Mont.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Sidney-Richland Municipal Airport (latitude 47°42'35" N., longitude 104°11'10" W.); within 9.5 miles east and 4.5 miles west of the 356° bearing from the Sidney NDB (latitude 47°42'41" N., longitude 104°10'52" W.) extending from the 9-mile radius area to 18.5 miles north of the NDB; and within 9.5 miles southeast and 4.5 miles northwest of the 215° bearing from the Sidney NDB extending from the 9-mile radius area to 18.5 miles southwest of the NDB.

Sidney, Nebr.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Sidney Municipal Airport (latitude 41°05'55" N., longitude 102°58'55" W.); within 5 miles NE and 8 miles SW of the Sidney VORTAC 321° radial, extending from the 10-mile radius area to 12 miles NW of the VORTAC; and that airspace in the state of Colorado extending upward from 1,200 feet above ths surface within 5 miles SW and 8 miles NE of the Sidney VORTAC 128° radial, extending from the VORTAC to 12 miles southeast of the VORTAC.

Sidney, N. Y.
That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center, lat. 42°18'22" N., long. 75°24'57" W. of Sidney Municipal Airport, Sidney, N. Y.; within a 16-mile radius arc from the center of the airport extending clockwise from a 080° bearing to a 215° bearing from the airport excluding the airspace within a 2-mile radius area of the Harmony Crest Airpark (lat. 42°13'56" N., long. 75°38'00" W.).

Sidney, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sidney Airport (lat. 40°14'23"N., long. 84°09'17"W.).

Sikeston, Mo.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Sikeston Memorial Airport (latitude 36°53'50" N., longitude 89°33'45" W.); and within 2 miles each side of the 016° bearing from Sikeston Memorial Airport, extending from the 6-mile radius area to 8 miles north of the airport.

Siler City, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Siler City Municipal Airport (lat. 35°42'10"N., long. 79°30'22"W.).

Silver City, N. Mex.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Silver City-Grant County Airport (lat. 32°37'56"N., long. 108°09'15"W.) and within 3.5 miles either side of the 107° bearing from the Cozey LOM (lat. 32°37'56"N., long. 108°03'44"W.) extending from the 10.5-mile radius to 8.5 miles east of the LOM.

AMENDMENTS 11/29/79 44 F. R. 54990 (Rewritten)

Sioux Center, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sioux Center Municipal Airport (lat. 43°08'05"N., long. 96°11'15"W.) and within 3 miles each side of the 006° (true) bearing from the Sioux Center Municipal Airport extending from the 5-mile radius to 8.5 miles north of the airport.

Sioux City, Iowa
That airspace extending upward from 700 feet above the surface within a 19-mile radius of Sioux City Municipal Airport (latitude 42°24'03" N., longitude 96°22'55" W.); within 5 miles southwest and 9½ miles northeast of the Sioux City VORTAC 140° radial, extending from the 19-mile radius area to 24½ miles southeast of the VORTAC; within 4½ miles southwest and 9½ miles northeast of the Sioux City ILS localizer northwest and southeast courses, extending from the 19-mile radius area to 24½ miles southeast of the OM; within 4½ miles northeast and 11½ miles southwest of the Sioux City VORTAC 320° radial, extending from the VORTAC to 35 miles northwest of the VORTAC.

Sioux Falls, S. Dak.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of Joe Foss Field (latitude 43°34'55" N., longitude 96°44'35" W.); within 9.5 miles southwest and 4.5 miles northeast of the Sioux Falls VORTAC 330° radial extending from the 20-mile radius area to 18.5 miles northwest of the VORTAC; and within 9.5 miles northwest and 4.5 miles southeast of the Sioux Falls ILS localizer northeast course, extending from the 20-mile radius area to 23 miles northeast of the airport;
and that airspace extending upward from 1,200 feet above the surface within the State of South Dakota bounded on the west by long. 97°50'00"W., and on the north by lat. 44°30'00"N., excluding all Federal airways.

AMENDMENTS 2/23/79 44 F. R. 1086 (Changed)

Sitka, Alaska
That airspace extending upward from 700 feet above the surface within 3 miles northwest and 2 miles southeast of the Sitka RBN 207° bearing, extending from the RBN to 8 miles southwest of the RBN; within 2 miles each side of the Biorka Island VORTAC 148° radial, extending from the VORTAC to 8 miles southeast of the VORTAC; within 2 miles each side of the Sitka RBN 147° bearing, extending from the RBN to 8 miles southeast of the RBN; and within 2.5 miles each side of the localizer northwest course, extending from 14 miles northwest to 22 miles northwest of the localizer;
and that airspace extending upward from 1,200 feet above the surface within 9 miles southwest and 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.

Skwentna, Alaska
That airspace extending upward from 700 feet above the surface within 4.5 miles N and 9.5 miles S of the 291° and 111° bearings from the Skwentna RBN, extending from 7.5 miles W to 18.5 miles E of the RBN.
PENDING AMENDMENT
The Skwentna, Alaska, transition area is revoked.

AMENDMENTS 1/24/80 44 F. R. 56322 (Revoked)

Slidell, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Slidell Airport (latitude 30°20'37" N., longitude 89°49'18" W.), and within 2.5 miles each side of the New Orleans VORTAC 043° radial extending from the 5-mile radius area to 23 miles northeast of the VORTAC.

Smithfield, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Johnston County Airport (lat. 35°32'26"N., long. 78°23'27"W.).

Snyder, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Winston Field Airport (lat. 32°41'50"N., long. 100°57'10"W.) and within 3 miles each side of the 184° true bearing from the Snyder, Tex., radio beacon extending from the 5-mile radius area to 8 miles south of the radio beacon.

Socorro, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center of the Socorro Municipal Airport (lat. 34°01'17.7"N., long. 106°53'58.7"W.), excluding airspace west of long. 107° 00'00"W.

AMENDMENTS 11/29/79 44 F. R. 53737 (Added)

Soldotna, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Soldotna Airport (latitude 60°28'25" N., longitude 151°02'20" W.), excluding the portion within the Kenai 700-foot floor transition area.

Somerset, Ky.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Somerset-Pulaski County Airport (lat. 37°03'24" N., long. 84°36'45" W.); within 3 miles each side of the 230° bearing from Somerset RBN (lat. 37°03'19" N., long. 84°36'58" W.), extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN.

Somerset, Pa.
That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the center, (lat. 40°02'15"N., long. 79°01'00"W.) of Somerset County Airport, Somerset, Pa., and within 3.5 miles each side of the 056° bearing from the Stoystown RBN (lat. 40°05'17"N., long. 78°55'20"W.) extending from the 9.5-mile radius area to 11 miles northeast of the RBN, excluding the portion that coincides with the Johnstown, Pa., transition area.

Sonora, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Sonora Municipal Airport (latitude 30°35'00" N., longitude 100°39'00" W.) and within 3 miles each side of the 358° bearing from the Sonora, Tex., NDB (latitude 30°34'54" N., longitude 100°38'48" W.) extending 8.5 miles northwest of the Sonora, Tex., NDB.

South Bend, Ind.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Michiana Regional Airport, South Bend, Ind. (lat. 41°42'15"N., long. 86°18'50"W.) and within 5 miles south and 8 miles north of the South Bend ILS localizer east course, extending from Michiana Regional Airport to 12 miles east of the ILS outer marker and within 5 miles west and 8 miles east of the South Bend, Ind., VOR 360° radial, extending from the Michiana Regional Airport to 12 miles north of the VOR and within a 5-mile radius of Tyler Memorial Airport, Niles, Mich. (lat. 41°50'30"N., long. 86°13'30"W.), extending from the Niles (Tyler Memorial Airport) 2.5 miles either side of the South Bend, Ind., VORTAC 045° radial to 8 miles northeast of the Tyler Airport, excluding that airspace which overlies the Dowagiac, Mich., transition area.

AMENDMENTS 10/4/79 44 F. R. 42169 (Rewritten)

South Boston, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 36°42'45"N., long. 78°51'00"W., of William M. Tuck Airport, South Boston, Va., and within 2 miles each side of the South Boston VORTAC 076° radial, extending from the 6.5-mile radius area to the VORTAC.

Southbridge, Mass.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 42°06'05" N., 72°02'20" W. of Southbridge Municipal Airport, Southbridge, Mass.; within 3.5 miles each side of the Putnam, Conn., VORTAC 315° radial, extending from the 6.5-mile radius area to the VORTAC; within 2 miles each side of the Runway 2 centerline extended from the 6.5-mile radius area to 6.5 miles north of the end of the runway and within 2 miles each side of the Runway 20 centerline extended from the 6.5-mile radius area to 6.5 miles south of the end of the runway.

South Carolina
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of South Carolina including the offshore airspace within 3 nautical miles of and parallel to the shoreline of South Carolina, and including the airspace outside the United States southeast of Myrtle Beach, S. C., bounded by a line beginning at latitude 33°48'10" N., longitude 78°31'45" W.; to latitude 33°46'15" N., longitude 78°30' 25" W.; thence clockwise along a 25-mile radius circle centered on Conway TACAN to latitude 33°19'40" N., longitude 79°02'10" W.; to latitude 33°14'15" N., longitude 79°06'15" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning; and east of Charleston, S. C., bounded by a line beginning at latitude 33°04'55" N., longitude 79°13'10" W.; to latitude 32°58'30" N., longitude 79°18'00" W.; to latitude 32°50'40" N., longitude 79°23'15" W.; thence clockwise along the arc of a 38-mile radius circle centered on the Charleston VORTAC to latitude 32°38'40" N., longitude 79°27'25" W.; to latitude 32°44'00" N., longitude 79°45'10" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning; and southeast of Beaufort, S. C., bounded by a line beginning at latitude 32°15'00" N., longitude 80°30'00" W.; to latitude 32°00'00" N., longitude 80°33'00" W.; to latitude 32°03'25" N., longitude 80°46'30" W.; thence north along a line 3 nautical miles from and parallel to the shoreline to point of beginning.

Southern Pines, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Pinehurst-Southern Pines Airport (latitude 35°14'02" N., longitude 79°23'36" W.); within 1.5 miles each side of Sandhills VORTAC 082° radial, extending from the 8.5-mile radius area to the VORTAC.

South Haven, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of South Haven Municipal Airport (lat. 42°21'15" N., long. 86°15'45" W.); and within 1.5 miles each side of the Pullman VORTAC 224° radial, extending from the 7-mile radius area to the VORTAC.

South Kauai, Hawaii
That airspace extending upward from 700 feet above the surface within 2 miles north and 4 miles south of the South Kauai, Hawaii, VORTAC 271° radial extending from the VORTAC to 8 miles west of the VORTAC; within 2 miles each side of the South Kauai, VORTAC 089° radial extending from the VORTAC to 6 miles east of the VORTAC and within 2 miles each side of the South Kauai, VORTAC 133° radial extending from the VORTAC to 6 miles southeast of the VORTAC.

Southport, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Brunswick County Airport (lat. 33°55'44"N., long. 78°04'33"W.); within 3 miles each side of the 291° bearing from the Yaupon RBN (lat. 33°55'39"N., long. 78°04'31"W.), extending from the 5-mile radius area to 8.5 miles northwest of the RBN.
AMENDMENTS 9/20/79 44 F. R. 50038 (Changed)

Sparta, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Sparta Community Airport (latitude 38°08'55" N., longitude 89°41'55" W.); and within 3 miles each side of the 009° bearing from Sparta Community Airport, extending from the 5-mile radius area to 8 miles north of the airport.

Sparta, Mich.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sparta Airport (lat. 43°07'45"N., long. 85°40'30"W.); excluding that airspace which overlies the Muskegon, Mich., transition area.

Sparta, Tenn.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Sparta-White County Airport (lat. 36°03'30"N., long. 85°31'43"W.); excluding the portions that coincide with the McMinnville, Tenn., and Cookeville, Tenn., transition area.

Spartanburg, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Spartanburg Downtown Memorial Airport (latitude 34°54'55" N., longitude 81°57'32" W.); 3.5 miles each side of Spartanburg VORTAC 016° radial, extending from the 6.5-mile radius area to 9 miles north of the VORTAC; within 3.5 miles each side of Spartanburg VORTAC 191° radial, extending from the 6.5-mile radius area to 16.5 miles south of the VORTAC; within 3 miles each side of the 237° bearing from Fairmont RBN, extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding the portion within the Greenville, S. C., transition area.

Spencer, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Spencer, Iowa, Municipal Airport (latitude 43°09'45" N., longitude 95°11'30" W.); and within 3 miles each side of the Spencer VOR 298° radial, extending from the 5-mile radius zone to 8 miles northwest of the VOR; within 5 miles east and 3 miles west of the Spencer VOR 134° radial, extending from the 5-mile radius zone to 15 miles southeast of the VOR.

Spirit Lake, Iowa
That airspace extending upward from 700 feet above the surface within a 5.5-statute-mile radius of Spirit Lake Municipal Airport (lat. 43°23'05"N., long. 95°08'10"W.); within 3 miles each side of the 353° bearing from Spirit Lake Municipal Airport extending from the 5.5-mile radius to 8 miles north of the airport; within 3 miles each side of the 158° bearing from the Spirit Lake Airport, extending from the 5.5-mile radius to 8 miles southeast of the Spirit Lake Airport, excluding that portion of the Milford, Iowa, transition area.

AMENDMENTS 4/19/79 44 F. R. 11533 (Rewritten)

Spofford, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Spofford Airport (lat. 29°09'58"N., long. 100°25'05"W.), within 3.5 miles each side of the 204° bearing from the NDB (lat. 29°08'42"N., long. 100°25'38"W.), extending from the 5-mile radius to 8.5 miles southwest of the NDB.

AMENDMENTS 6/14/79 44 F. R. 23204 (Added)

Spokane, Wash.
That airspace extending upward from 700 feet above the surface bounded on the north by a line beginning at latitude 47°50' N., longitude 118°00' W., extending to latitude 47°50' N., longitude 117°30' W., to latitude 47° 58' N., longitude 117°16' W., to latitude 47°51' N., longitude 117°08' W., to latitude 47°56' N., longitude 116° 47' W., to latitude 47°44' N., longitude 116°41' W., to latitude 47°37' N., longitude 117°13' W., to latitude 47°28' N., longitude 117°16' W., to latitude 47°17' N., longitude 117°47' W., to latitude 47°26' N., longitude 118°00' W.; thence to point of beginning; that airspace extending upward from 1,200 feet above the surface within a 52-mile radius of Fairchild AFB (latitude 47°36'55" N., longitude 117°39'20" W.), excluding that portion southeast of Spokane bounded on the north by the arc of a 38-mile radius circle centered on the Fairchild AFB, on the northeast by V-2S, on the southeast by the arc of the 52-mile radius area, on the southwest by a line parallel to and 10 miles northeast of V-253; that airspace south of Spokane extending from the 52-mile radius area bounded on the east by V-253, on the south by V-536, on the west by the east edge of V-112E; that airspace southeast of Spokane extending upward from 6,000 feet MSL, bounded on the north by the arc of a 38-mile radius circle centered on the Fairchild AFB on the northeast by V-2S, on the southeast by the arc of the 52-mile radius area, on the southwest by a line parallel to and 10 miles northeast of V-253; that airspace southeast of Spokane extending upward from 7,000 feet MSL bounded on the northwest by the 52-mile radius area, on the north by V-2S, on the southeast by the north edge of V-536, and on the southwest by V-253.

Springfield, Ill
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Capital Airport (latitude 39°50'35" N., longitude 89°40'35" W.); and within the arc of a 23-mile radius circle centered on the Capital VORTAC, extending from a line 2 miles southeast of and parallel to the Capital VORTAC 213° radial clockwise to a line 2 miles northwest of and parallel to the Capital VORTAC 228° radial.

Springfield, Ky.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Lebanon-Springfield Airport (lat. 37°38'02"N., long. 85°14'30"W.).

AMENDMENTS 8/9/79 44 F. R. 34913 (Added)
AMENDMENTS 11/29/79 44 F. R. 57917 (Changed)

Springfield, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Springfield Municipal Airport (lat. 44°13'53"N., long. 94°59'54"W.) and within 2 statute miles each side of the 158° radial of the Redwood Falls VORTAC, extending from the 5-mile radius to 6 miles northwest of the airport, excluding that portion within the Windom Municipal Airport transition area.

AMENDMENTS 4/19/79 44 F. R. 10361 (Added)

Springfield, Mo.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Springfield, Mo., Municipal Airport (latitude 37°14'35" N., longitude 93°23'20" W.); within 2 miles each side of the 324° bearing from the Willard RBN, extending from the 7-mile radius area to 8 miles northwest of the RBN; within 5 miles west and 8 miles east of the Springfield ILS localizer south course, extending from 1 mile north to 12 miles south of the OM.

Springfield, Vt.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center (latitude 43°20'29" N., longitude 72°31'18" W.) of Springfield State-Hartness Airport, Springfield, Vt., within 5 miles each side of the 033° and 213° bearings from the Springfield NDB (latitude 43°16'12" N., longitude 72°35'12" W.) extending from the 6-mile radius area to 11.5 miles southwest of the NDB.

Springhill, La.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Springhill Municipal Airport, Springhill, La. (latitude 32°58'50" N., longitude 93°24'35" W.).

Spring Valley, N. Y.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 41°06'30"N., long. 74°01'30"W., of Ramapo Valley Airport, Spring Valley, N. Y.; within a 7-mile radius of the center of the airport, extending clockwise from a 104° bearing to a 146° bearing from the airport; within an 11-mile radius of the center of the airport, extending clockwise from a 256° bearing to a 308° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 308° bearing to a 016° bearing from the airport; within 5 miles each side of the Sparta, N. J., VORTAC 084° radial, extending from the 6.5-mile radius area to the VORTAC; within 6.5 miles north and 4.5 miles south of the Sparta, N. J., VORTAC 084° radial, extending from 3 miles east of the VORTAC to 20.5 miles east of the VORTAC.

AMENDMENTS 8/9/79 44 F. R. 39155 (Added)

Standish, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Standish City Airport (latitude 43°58'48" N., longitude 83°58'25" W.).

Staples, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Staples Municipal Airport (latitude 46°22'48" N., longitude 94°48'08" W.), and within 3 miles each side of the 311° bearing from Staples Municipal Airport, extending from the 5-mile radius to 8 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within 4½ miles east and 9½ miles west of the 311° bearing from the airport, extending to 18½ miles northwest of the airport, excluding that portion south of latitude 46°30'00" N.

Starkville, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of George M. Bryan Field (lat. 33°26'00"N., long. 88°50'45"W.); within 5 miles each side of Bigbee VORTAC 260° radial extending from the 6.5-mile radius area to 32.5 miles west of the VORTAC; within 3 miles each side of the 350° bearing from BRYAN RBN (lat. 33°35'53" N., long. 88°51'01" W.), extending from the 6.5-mile radius area to 8.5 miles north of the RBN; excluding the portion within Columbus, Miss., transition area.

State College, Pa.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, latitude 40°51'05" N., longitude 77°51'00" W., of University Park Airport, State College, Pa., extending clockwise from a 020° bearing to a 130° bearing from the airport; within a 13.5-mile radius of the center of University Park Airport, extending clockwise from a 130° bearing to a 165° bearing from the airport; within a 5-mile radius of the center of University Park Airport, extending clockwise from a 165° bearing to a 210° bearing from the airport; within a 7-mile radius of the center of University Park Airport, extending clockwise from a 210° bearing to a 280° bearing from the airport; within a 13.5-mile radius of the center of University Park Airport, extending clockwise from a 280° bearing to a 020° bearing from the airport; within 3.5 miles each side of the University Park Airport ILS Runway 24 localizer course, extending from the OM to 10.5 miles northeast of the OM; within a 5-mile radius of the center, latitude 40°46'15" N., longitude 77°52'45" W., of State College Air Depot Airport, State College, Pa., extending clockwise from a 010° bearing to a 045° bearing from the airport; within a 12-mile radius of the center of State College Air Depot Airport, extending clockwise from a 045° bearing to a 080° bearing from the airport; within a 13.5-mile radius of the center of State College Air Depot Airport, extending clockwise from a 080° bearing to a 230° bearing from the airport; within a 6.5-mile radius of the center of State College Air Depot Airport, extending clockwise from a 230° bearing to a 260° bearing from the airport; and within a 14.5-mile radius of the center of State College Air Depot Airport, extending clockwise from a 260° bearing to 010° bearing from the airport, excluding the portion that coincides with the Phillipsburg, Pa., and Reedsville, Pa., transition areas.

Statesboro, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Statesboro Municipal Airport (lat. 32°29'25" N., long. 81°44'08" W.); within 3 miles each side of the 120° and 326° bearings from Statesboro RBN (lat. 32°28'27" N., long. 81°44'40" W.), extending from the 6.5-mile radius area to 8.5 miles southeast and northwest of the RBN.

Statesville, N. C.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Statesville Municipal Airport (latitude 35°45'36" N., longitude 80°57'15" W.).

Steamboat Springs, Colo.
That airspace extending upward from 700 feet above the surface within 5 miles east and 7.5 miles west of the 153° and 333° bearings from the Rocky Mountain Airways NDB (latitude 40°28'13" N., longitude 106°49'46" W.), extending from 6.5 miles northwest of the NDB to 12.5 miles southeast of the NDB; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 40°04'30" N., longitude 106°30'00" W.; to latitude 40°05'40" N., longitude 107°00'00" W.; to latitude 40°35'00" N., longitude 107°00'00" W.; to latitude 40°35'00" N., longitude 106°30'00" W.; to point of beginning; that airspace extending upward from 13,300 feet MSL within an area bounded by a line beginning at latitude 40°04'15" N., longitude 106°30'00" W.; to latitude 40°25'00" N., longitude 106°30'00" W.; to latitude 40°08'00" N., longitude 105°52'00" W.; thence along the north edge of V-220 to the point of beginning.

Stephenville, Tex.
That airspace extending upward from 700 feet AGL within a 5-mile radius of Clark Field, Tex. (latitude 32°13'00" N., longitude 98°10'42" W.); within 3 miles each side of the Acton, Tex., VORTAC 244° radial extending from the 5-mile radius area to 27 miles from the VORTAC; and within 3 miles each side of the 139° bearing from the Stephenville, Tex., RBN (latitude 32°13'00" N., longitude 98°10'42" W.) extending from the 5-mile radius area to 8 miles southeast of the RBN.

Sterling, Colo.
That airspace extending upward from 700 feet above the surface within a 10.5 mile radius of the Crosson Field Airport (Lat. 40°36'58"N., Long. 103°15'48"W.) and that airspace within 9.5 miles west and 4.5 miles east of the 163° bearing from the Batten NDB (lat. 40°31'56"N., long. 103°13'45"W.) extending from the 10.5 mile radius area to 18.5 miles south of the Batten NDB and within 5 miles each side of the 023° bearing from Crosson Field extending from the 10.5 mile radius area to 23.5 miles northeast of Crosson Field Airport.

Sterling, Ill.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Whiteside County Airport (latitude 41°44'35" N., longitude 89°40'30" W.); within 2 miles each side of the 074° bearing from Whiteside County Airport, extending from the 7 mile radius area to 14 miles east of the airport; and within 2 miles each side of the 232° bearing from Whiteside County Airport, extending from the 7-mile radius area to 8 miles southwest of the airport, excluding the portion which overlies the Dixon, Ill., transition area.

Stevens Point, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Stevens Point, Wis., Municipal Airport (latitude 44°32'38" N., longitude 89°31'50" W.); within 2 miles each side of the Stevens Point, Wis., VOR 024° radial extending from the 5-mile radius area to 11 miles NE of the VOR; within 2 miles each side of the Stevens Point VOR 111° radial extending from the 5-mile radius area to 8 miles E of the VOR; within 2 miles each side of the Stevens Point VOR 217° radial extending from the 5-mile radius area to 8 miles SW of the VOR; and within 2 miles each side of the Stevens Point VOR 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., lat. 36°09'31"N., long. 97°05'08"W.; and within 2 miles each side of the Stillwater VOR 005° radial extending from the 6-mile radius area to 8 miles north of the VOR.

Stockton, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Stockton ILS localizer SE course, extending from the OM to 1 mile NW of the OM; within 2 miles each side of the Stockton VORTAC 140° radial, extending from the VORTAC to 8 miles SE of the VORTAC, and within a 12-mile radius of the Stockton VORTAC, extending from the arc of a 5-mile radius circle centered on the Stockton Municipal Airport (latitude 37° 53' 45" N., longitude 121° 14' 10" W.) clockwise from a line 2 miles SW of and parallel to the Stockton VORTAC 303° radial to a line 2 miles NE of and parallel to the Stockton VORTAC 334° radial; and that airspace extending upward from 1,200 feet above the surface bounded on the E by longitude 120° 04' 00" W., on the SE by a line extending from latitude 37° 52' 00" N., longitude 120° 04' 00" W., to latitude 37° 38' 00" N., longitude 121° 00' 00" W., on the S by latitude 37° 38' 00" N., on the W by longitude 121° 37' 00" W., and on the N by latitude 38° 07' 00" N. The airspace within R-2531 is excluded.

Stone Harbor, N. J.
That airspace extending upward from 1,200 feet MSL beginning at lat. 39°10'00"N., long. 74°40'00"W.; to lat. 38°48'00"N., long. 74°08'00"W.; to lat. 38°59'00"N., long. 74°45'00"W.; to the point of beginning.

AMENDMENTS 8/9/79 44 F. R. 34109 (Added)

Storm Lake, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Storm Lake Municipal Airport (latitude 42°36'00" N., longitude 95°14'31" W.); and within 3 miles each side of the 142° bearing from Storm Lake Municipal Airport, extending from the 5-mile radius area to 8 miles southeast of the airport.

Stratford, Tex.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Stratford Field (latitude 36°20'45" N., longitude 102°02'50" W.).

Sturgeon Bay, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Door County Cherryland Airport (latitude 44°50'30" N., longitude 87°25'10" W.); and within 3 miles each side of a 195° bearing from the Door County Cherryland Airport extending from the 5-mile radius area to 7½ miles south of the airport.

Sturgis, Ky.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Sturgis Municipal Airport (latitude 37°32'30" N., longitude 87°56'51" W.).

Sturgis, Mich.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Kirsch Airport, Sturgis, Michigan (latitude 41°48'35" N., longitude 85°26'10" W.); within 3½ miles either side of the 059° bearing from the airport, extending from the 5.5 mile radius area to 1.3 miles northeast of the airport and within 3 miles either side of the 341° bearing from the airport, extending from the 5.5-mile radius area to 8 miles north of the airport.

Stuttgart, Ark.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Stuttgart Municipal Airport (latitude 34°36'15" N., longitude 91°34'30" W.), and within 3.5 miles each side of the 350° bearing from the Stuttgart RBN (latitude 34°39'52" N., longitude 91°35'30" W.) extending from the 6.5-mile radius area to 11.5 miles north of the RBN.

Suffolk, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, (36°40'53"N., 76°36'11"W.), of Suffolk Municipal Airport, Suffolk, Va.; within 3 miles each side of a 249° bearing from the Suffolk RBN (36°40'49"N., 76°36'28"W.) extending from the 6.5-mile radius area to 8.5 miles west of the RBN.

AMENDMENTS 3/22/79 44 F. R. 3704 (Added)

Sugarloaf, Maine
That airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at latitude 45°04'20" N., longitude 71°27'00" W., to latitude 45°17'00" N., longitude 71°20'10" W., to latitude 45°20'40" N., longitude 70°39'30" W., to latitude 45°21'40" N., longitude 70°39'00" W., to latitude 45°22'30" N., longitude 70°08'10" W., to latitude 45°25'00" N., longitude 69°48'00" W., to latitude 45°23'00" N., longitude 69°48'00" W., to latitude 45°14'50" N., longitude 69°50'20" W., to latitude 45°07'50" N., longitude 69°50'20" W., to latitude 45°07'50" N., longitude 69°28'00" W., to latitude 44°50'00" N., longitude 69°47'10" W., to latitude 44°39'00" N., longitude 69°47'10" W., to latitude 44°16'10" N., longitude 70°14'00" W., to latitude 44°13'50" N., longitude 70°12'00" W., to latitude 44°02'10" N., longitude 70°37'50" W., to latitude 44°04'00" N., longitude 70°40'10" W., to latitude 44°06'00" N., longitude 70°37'00" W., to latitude 44°06'10" N., longitude 70°59'10" W., to latitude 44°14'30" N., longitude 70°52'30" W., to latitude 44°21'00" N., longitude 70°57'10" W., to latitude 44°29'30" N., longitude 71°01'10" W., to latitude 44°31'00" N., longitude 70°55'00" W., to latitude 44°39'00" N., longitude 71°00'00" W., to latitude 44°54'50" N., longitude 71°01'50" W., to latitude 44°53'00" N., longitude 71°18'00" W., to point of beginning, excluding Canadian airspace.

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.
PENDING AMENDMENT
The Sulphur Springs, Tex., transition area is amended by adding the following: and within 3 miles each side of the 002° bearing from the NDB (lat. 33°09'30"N., long. 95°37'05"W.) extending from the 5-mile radius area to 8.5 miles north of the NDB.

AMENDMENTS 1/24/80 44 F. R. 67373 (Changed)

Summersville, W. Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 38°13'50"N., long. 80°52'15"W., of Summersville Airport, Summersville, W. Va.; within 4.5 miles each side of a 035° bearing and a 215° bearing from the Nicholas, W. Va., RBN (lat. 38°10'30"N., long. 80°55' 13"W.), extending from 4.5 miles northeast of the RBN to 9 miles southwest of the RBN; within 3.5 miles each side of a 214° bearing from the Nicholas, W. Va., RBN, extending from the RBN to 11 miles southwest of the RBN. AMENDMENTS 4/12/79 44 F. R. 16365 (Added)

Sumter, S. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Shaw AFB (lat. 33°58'15" N., long. 80°28'19" W.); within 4 miles each side of Shaw AFB TACAN 033° radial, extending from the 8.5-mile radius area to 8.5 miles northeast of the TACAN; within 5 miles each side of the TACAN 215° radial, extending from the 8.5-mile radius to 21.5 miles southwest of the TACAN; within a 10.5-mile radius of McEntire ANGB (lat. 33°55'26" N., long. 80°48'14" W.); within 5 miles each side of McEntire ANGB TACAN 138° radial, extending from the 10.5-mile radius area to 12.5 miles southeast of the TACAN; within a 5-mile radius of Sumter Municipal Airport (lat. 33°59'39" N., long. 80°21'45" W.); within 3 miles each side of the 028° bearing from Sumter RBN (lat. 33°59'24" N., long. 80°21'38" W.), extending from the 5-mile radius area to 8.5 miles northeast of the RBN; excluding the portion within the Columbia transition area.

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.

Superior, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Richard I. Bong Airport (lat. 46°40'55" N., long. 92°05'35" W.), excluding the portion which overlies the Duluth, Minn., transition area.

Superior, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Superior Municipal Airport (lat. 40°03'00"N., long. 98°03'45"W.) and within 2.5 miles each side of the 021° radial of the Mankato (TKO) VORTAC, extending from the 5-mile radius 5 miles north of the airport and within 2.5 miles each side of the 024° radial of the Mankato (TKO) VORTAC, extending from the 5-mile radius to 5 miles south of the airport.

Sussex, N. J.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, 41°12' 00" N., 74°37'00" W. of Sussex Airport, Sussex, N. J., extending clockwise from a 005° bearing to a 074° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 074° bearing to a 197° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 197° bearing to a 234° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 234° bearing to a 269° bearing from the airport; within a 9.5-mile radius of the center of the airport, extending clockwise from a 269° bearing to a 329° bearing from the airport; and within a 12-mile radius of the center of the airport, extending clockwise from a 329° bearing to a 005° bearing from the airport.

Swainsboro, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Emanuel County Airport (lat. 32°36'30" N., long. 82°22'15" W.); within 3 miles each side of Swainsboro TVOR (lat. 32°36'24" N., long. 82°22'10" W.) 294° radial extending from the 6.5-mile radius area to 8.5 miles northwest of the TVOR.

Sweetwater, Tex.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Sweetwater Municipal Airport (lat. 32°28'00"N., long. 100°28'00"W.) and within 3.5 miles each side of the 350° bearing from the Sweetwater RBN (lat. 32°27'41"N., long. 100°27'59"W.) extending from the 9-mile radius area to 11.5 miles north of the RBN.

Sylacauga, Ala.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Lee Merkle Airport (latitude 33°10'14" N., longitude 86°18'12" W.).

Syracuse, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, latitude 43°06'50" N., longitude 76°06'35" W., of Syracuse Hancock International Airport extending clockwise from a 270° bearing to a 090° bearing from the airport; within a 16-mile radius of the center of the airport extending clockwise from a 090° bearing to a 270° bearing from the airport; within 9.5 miles north and 4.5 miles south of the Syracuse Hancock International Airport Runway 28 ILS localizer course extending from the OM to 18.5 miles east of the OM; within 9.5 miles north and 4.5 miles south of the Syracuse Hancock International Airport Runway 10 ILS localizer back course extending from the localizer to 26 miles west of the localizer; within 5 miles each side of the Syracuse VORTAC 283° radial extending from the VORTAC to a point 16 miles west of the VORTAC; and within 5 miles each side of the Syracuse VORTAC 242° radial extending from the VORTAC to a point 16 miles southwest of the VORTAC.

Tahlequah, Okla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Tahlequah Municipal Airport, Tahlequah, Okla., (lat. 35°55'40"N., long. 95°00'15"W.); within 3.5 miles each side of the 007° bearing from the Tahlequah NDB (lat. 35°55'35"N., long. 95°00'20"W.) extending from the 8.5-mile radius area to 11.5 miles north of the NDB.

Talkeetna, Alaska
That airspace extending upward from 1,200 feet above the surface within 23 miles W and 15 miles E of the 022° and 202° bearings from the Peters Creek NDB, extending from 40 miles N to 15 miles S of the NDB, excluding the airspace within Federal airways.

Tallahassee, Fla.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Tallahassee Municipal Airport (lat. 30°23'59" N., long. 84°21'22" W.); within a 6.5-mile radius of the Tallahassee Commercial Airport (lat. 30°33'02" N., long. 84°22'31" W.); within 3 miles each side of the ILS localizer south course, extending from the 10-mile radius area to 9 miles south of the OM.

Tallassee, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Tallassee Municipal Airport (lat. 32°28'52" N., long. 85°53'06" W.).

Tallulah, La.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Scott Airport (lat. 32°25'00"N., long. 91°09'00"W.), and within 3 miles either side of the Tallulah NDB 005° bearing from the Tallulah NDB (lat. 32°24'44"N., long. 91°09'00"W.) extending from the 5.5-mile radius area to 8.5 miles northeast of the NDB.

Tampa, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Tampa International Airport (lat. 27°58'29" N., long. 82°31'38" W.); within an 8.5-mile radius of St. Petersburg Clearwater International Airport (lat. 27°54'33" N., long. 82°41'19" W.); within 3 miles each side of St. Petersburg VORTAC 343° radial, extending from the 8.5-mile radius area to 8 miles north of the VORTAC; within an 8.5-mile radius of MacDill AFB (lat. 27°50'57" N., long. 82°31'18" W.); within 3 miles each side of MacDill AFB ILS localizer northeast course, extending from the 8.5-mile radius area to 8.5 miles northeast of the OM; within a 7-mile radius of Peter O. Knight Airport (lat. 27°54'55" N., long. 82°27'05" W.); within a 5-mile radius of Albert-Whitted Airport (lat. 27°45'53" N., long. 82°37'39" W.).

Tanana, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ralph M. Calhoun Memorial Airport, latitude 65°10'30" N., longitude 152°06'32" W. and within 9.5 miles south and 4.5 miles north of the Bear Creek radio beacon 251° bearing extending from the radio beacon to 18.5 miles west.

Tangier, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center of Tangier Island Airport, lat. 37°49'30" N., long. 75°59'55" W.; within 3 miles each side of the Cape Charles, Va., VORTAC 360° radial extending from the 5-mile radius area to 26 miles north of the VORTAC.

Taos, N. Mex.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Taos Municipal Airport (lat. 36°27'33"N., long. 105°40'31"W.); within 9.5 miles on the northwest side and within 4.5 miles on the southeast side of the 203° bearing from the Ski NDB (lat. 36°27'40"N., long. 105°40'10"W.), extending from the NDB to 18.5 miles southwest of the NDB excluding that airspace within the 6.5-mile airport radius area; and that airspace extending upward from 1,200 feet above the surface beginning at lat. 36°07'00"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 the point of beginning.

AMENDMENTS 12/28/78 43 F. R. 45983 (Rewritten)

Taunton, Mass.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 1°52'35" N., 71°01'00" W., of Taunton Municipal Airport, Taunton, Mass.; within 2 miles each side of the hitman, Mass., VORTAC 187° radial, extending from the 6-mile radius area to the Whitman VORTAC and within miles each side of the 118° bearing from the Taunton, Mass., RBN, 41°52'35" N., 71°01'03" W., extending rom the 6-mile radius area to 8 miles southeast of the Taunton RBN.

Taylorville, Ill.
That airspace extending upward from 700 feet above the surface within a 5-statute-mile radius of the Taylorville Municipal Airport (lat. 39°32'05"N., long. 89°19'45"W.) and within 3 statute miles each side of the 348° true bearing of the Taylorville NDB extending from the 5-statute-mile radius area to 8 statute miles north of the Taylorville NDB.

Tecumseh, Mich.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Tecumseh, Mich. Airport (latitude 42°01'30" N., longitude 83°56'20" W.).

Tekamah, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Tekamah Airport (lat. 41°45'50"N., long. 96°10'38"W.) and within 3 miles each side of the 135°T bearing from the Tekamah VOR (lat. 41°45'35"N., long. 96°10'42"W.) extending from the 5-mile radius area to 8½ miles southeast of the VOR.
AMENDMENTS 11/29/79 44 F. R. 57075 (Added)

Tell City, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Perry County Municipal Airport, Ind., (lat. 38°01'05"N., long. 86°41'30"W.); and within 3 miles each side of the 105° bearing from the Perry County Municipal Airport extending from the 5-mile radius to 8 miles southeast.

Tennessee
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Tennessee.

Terre Haute, Ind.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hulman Field (latitude 39°27'07" N., longitude 87°18'25" W.); within 5 miles southeast and 9 miles northwest of the Terre Haute VORTAC 051° radial, extending from the VORTAC to 13 miles northeast and within 7 miles southeast and 8 miles northwest of the Terre Haute VORTAC 230° radial, extending from the VORTAC to 23 miles southwest; within a 5-mile radius of the Sky King Airport (latitude 39°32'56" N., longitude 87°22'38" W.); within a 5-mile radius of the Arthur Airport (latitude 39°28'36" N., longitude 87°06'00" W.).

Terrell, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Terrell, Tex., Municipal Airport (lat. 32°43'00"N., long. 96°16'00"W.).

Texarkana, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Municipal-Webb Field (lat. 33°27'20" N., long. 93°59'15" W.), within 2 miles each side of the Texarkana ILS localizer 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.

Texas
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Texas including the airspace within 3 nautical miles of and parallel to the shoreline of Texas, that airspace south of Beaumont, Tex., bounded on the north by a line 3 nautical miles from and parallel to the shoreline, on the east by the Louisiana/Texas State line and on the south by the arc of a 25-mile radius circle centered at latitude 29°54'40" N., longitude 94°02'40" W., that airspace east of Corpus Christi, Tex., bounded by a line 3 nautical miles from and parallel to the shoreline and a line beginning at a point 3 nautical miles from the shoreline at latitude 27°49'00" N., thence to latitude 27°45'30" N., longitude 96°51'00" W., to latitude 27°28'20" N., longitude 96°45'30" W., to latitude 27°14'30" N., longitude 96°55'30" W., to latitude 27°23'00" N., longitude 97°06'00" W., to a point 3 nautical miles from the shoreline at latitude 27°11'20" N., excluding that airspace south of a line beginning at the intersection of the United States/Mexican Border and 30°00'00" north latitude, thence east along 30°north latitude to and counterclockwise along the arc of a 105-mile radius circle centered at latitude 29°21'35" N., longitude 100°46'35" W., to and along the United States/Mexican Border to point of beginning.

The Dalles, Oreg.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of The Dalles Municipal Airport (latitude 45°37'05" N., longitude 121°10'05" W.), that airspace south of The Dalles, extending from a line 2 miles east of and parallel to The Dalles VORTAC 186° radial clockwise to the 222° radial, extending from the 5-mile radius area to an ARC of an 11.5-mile radius circle centered on The Dallas Municipal Airport; that airspace extending upward from 1,200 feet above the surface within 8 miles N and 6 miles S of The Dalles VORTAC 281° and 101° radials, extending from 7 miles W to 14 miles E of the VORTAC; within 5 miles N of The Dalles VORTAC 101° radial, extending from 14 miles E to 23 miles E of the VORTAC, and that airspace within a 23-mile radius of The Dalles VORTAC, extending clockwise from the 101° radial to the 272° radial, excluding the airspace within the Portland, Oreg., transition area.

Thedford, Nebr.
That airspace extending upward from 700 feet above the surface within a 5.5 mile radius of the Thedford Municipal Airport (latitude 41°58'47" N., longitude 100°32'01" W.); within 2.5 miles each side of the Thedford VOR 090° radial extending from the 5.5-mile radius to 7.5 miles west of the airport.

Thermal, Calif.
That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Thermal VORTAC 140° radial, extending from the VORTAC to 8 miles southeast of the VORTAC, within 3.5 miles southwest of and parallel to the Thermal VORTAC 155° radial, extending from the VORTAC to 6.5 miles southeast of the VORTAC and within 3 miles each side of the Thermal VORTAC 324° radial, extending from the VORTAC to 16 miles northwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 5 miles southwest of the Thermal VORTAC 140° radial extending from the VORTAC to 20 miles southeast of the VORTAC, excluding the portion within R-2521.

Thibodaux, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Thibodaux Municipal Airport (latitude 29°44'50" N., longitude 90°49'55" W.) and within 2 miles each side of the Tibby, La., VORTAC 359°T radial extending from the 5-mile radius to the Tibby VORTAC excluding the portion that overlaps the Houma, La., transition area.

Thief River Falls, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Thief River Falls, Minn., Municipal Airport (latitude 48°03'58" N., longitude 96°11'06" W.), within 2 miles each side of the 138° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles SE of the airport, and within 2 miles each side of the 305° bearing from Thief River Falls Municipal Airport extending from the 5-mile radius area to 8 miles NW of the airport; and that airspace extending upward from 1,200 feet above the surface within 8 miles NE and 5 miles SW of the 138° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles SE of the airport, and within 5 miles NE and 8 miles SW of the 305° bearing from Thief River Falls Municipal Airport extending from the airport to 12 miles NW of the airport.

Thunder Bay, Ontario, Canada
That airspace extending upward from 1,200 feet above the surface within a 35-nautical mile radius of Thunder Bay Airport (lat. 48°22'19" N., long. 89°19'26" W.), excluding the portion outside the United States.

Tiffin, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Seneca County Airport (latitude 41°05'38" N., longitude 83°12'45" W.); within 3 miles each side of the 053° bearing from the Seneca County Airport extending from the 7-mile radius area to 8.5 miles northeast of the airport.

Tifton, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Henry Tift Myers Airport (lat. 31°25'36" N., long. 83°29'06" W.), within a 5-mile radius of Eaglehead Airport (lat. 31°23'00" N., long. 83°36'00" W.).

Titusville, Fla.
That airspace extending upward from 700' above the surface within an 8.5-mile radius of the Titusville-Cocoa Airport (lat. 28°30'42" N., long. 80°48'00" W.); within an 8.5 mile radius of Kennedy Spaceport (lat. 28°36'53" N., long. 80°41'41" W.).

Titusville, Pa.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center lat. 41° 36'45" N., long. 79°44'45" W. of Titusville Airport, excluding the portion that coincides with the Franklin, Pa., transition area.

Tobe, Colo.
That airspace north of Tobe, Colo., VORTAC, extending upward from 8,500 feet MSL, bounded on the north by V-210, on the southeast by V-263, and on the west by V-19E, excluding the airspace within Federal airways.

Toccoa, Ga.
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of Toccoa Airport (latitude 34°35'40" N., longitude 83°17'40" W.); within a 9-mile radius of Habersham County Airport, Cornelia, Ga. (lat. 34°30'20" N., long. 83°33'15" W.).

Toledo, Ohio
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 41°40'00" N., longitude 84°20'00" W.; to latitude 41°49'00" N., longitude 83°37'00" W.; to latitude 41°34'00" N., longitude 83°19'00" W.; to latitude 41°17'00" N., longitude 83°36'00" W.; to latitude 41°22'00" N., longitude 84°05'00" W.; to point of beginning.

Tonopah, Nev.
That airspace extending upward from 1,200 feet above the surface within 14 miles north and 6 miles south of the 083° and 263° radials of the Tonopah VORTAC extending from 12 miles west to 25.5 miles east of the VORTAC, and within 10 miles south of and parallel to the Tonopah VORTAC 089° radial, extending from the VORTAC to 21.5 miles east of the VORTAC.

Topeka, Kans.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Philip Billard Airport, Topeka, Kans., (lat. 39°04'09"N., long. 95°37'18"W.) within 2 miles each side of the Topeka VORTAC 039° radial extending from the 7-mile radius area to 8 miles northeast of the VORTAC, within 5 miles southwest and 8 miles northeast of the Philip Billard Airport ILS localizer northwest course extending from 3 miles southeast to 12 miles northwest of the Billard LOM, within an 8.5-mile radius of Forbes Field Airport, Topeka, Kans., (lat. 38°57'06"N., long. 95°39'45"W.) within 4 miles each side of the Forbes Field LOM 317° bearing extending from the 8.5-mile radius area to 15 miles northwest of the airport, and within 3.5 miles each side of the Forbes Field ILS localizer southeast course extending from the 8.5-mile radius area to 8 miles southeast of the Forbes Field LOM.

AMENDMENTS 12/28/78 43 F. R. 48626 (Rewritten)

Toughkenamon, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, lat. 39°49'55"N., long. 75°46'08"W., of the New Garden Flying Field, Toughkenamon, including that airspace 5 miles west and 3 miles east of the Modena, Pa., VORTAC 047° and 227° radials extending from 5 miles southwest to 10 miles northeast of the VORTAC.

Tracy, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Tracy Municipal Airport (latitude 37°41'15" N., longitude 121°26'25" W.), and within 2.5 miles each side of the Stockton VORTAC 237° radial, extending from the 3-mile radius area to 10.5 miles southwest of the VORTAC.

Traverse City, Mich.
That airspace extending upward from 700 feet above the surface within a 10½-mile radius of Cherry Capital Airport (latitude 44°44'35" N., longitude 85°34'55" W.); within 4½ miles west and 9½ miles east of the Traverse City VORTAC 158° radial, extending from the 10½-mile radius area to 18½ miles south of the VORTAC; and within 5 miles each side of the Traverse City VORTAC 344° radial, extending from the 10½-mile radius area to 20 miles north of the VORTAC.

Trenton, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Trenton Municipal Airport (latitude 40°05'03" N., longitude 93°35'26" W.); and within 3 miles either side of the 172° bearing from the MHW facility extending from the 5-mile radius to 8 miles south, and 3 miles either side of the 007° bearing from the MHW facility extending from the 5-mile radius to 8.5 miles north.

Trenton, Tenn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Gibson County Airport (latitude 35°56'02" N., longitude 88°50'54" W.); within 3 miles each side of the 020° bearing from Gibson RBN (latitude 35°56'03" N., longitude 88°51'02" W.), extending from the 5-mile radius area to 8.5 miles north of the RBN; excluding the portion within the Humboldt, Tenn., transition area.

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.

Tri-City, Tenn.
That airspace extending upward from 700 feet above the surface beginning at the intersection of the arc of a 21.5-mile radius circle centered on Tri-City Airport (latitude 36°28'30" N., longitude 82°24'20" W.) and a line 5 miles northwest of and parallel to Glade Spring, Va., 216° radial (northeast of Tri-City Airport); thence northeast along this line to and clockwise along the arc of a 30-mile radius circle centered on Tri-City Airport to the northwest boundary of V-16S; thence northeast along the northwest boundary of V-16S to and clockwise along the arc of a 21.5-mile radius circle to point of beginning; including the airspace within 3 miles each side of the Abingdon, Va., NDB lat. 36°42'35"N., long. 81°59'15"W., 059° bearing, extending from the arc of a 30-mile radius circle centered on Tri-City Airport to 8.5 miles northeast of the Abingdon NDB; within an 8.5-mile radius of Hawkins County Airport, Rogersville, Tenn. (lat. 36°27'27"N., long. 82°53'05"W.).

AMENDMENTS 2/22/79 44 F. R. 1087 (Changed)
AMENDMENTS 11/29/79 44 F. R. 67372 (Changed)

Troy, Ala.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Troy Municipal Airport (latitude 31°51'40" N., longitude 86°00'45" W.); within 3 miles each side of the ILS localizer west course, extending from the 9-mile radius area to 8.5 miles west of the OM.

Troy, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Troy Skypark Airport (latitude 39°59'27" N., longitude 84°16'14" W.), excluding that portion which lies within the Piqua, Ohio, and Dayton, Ohio, transition areas.

Truth or Consequences, N. Mex.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Truth or Consequences Municipal Airport (latitude 33°14'10" N., longitude 107°16'15" W.), and within 3.5 miles either side of the Truth or Consequences, N. Mex., VORTAC 013° radial, extending from the 8-mile radius area to 11 miles north of the VORTAC.

Tucson, Ariz.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of Tucson International Airport (lat. 32°07'05"N., long. 110°56'32"W.); within 16 miles NE and 13 miles SW of the Tucson VORTAC 138° radial extending from the 10-mile radius area to 16 miles SE of the VORTAC, within 1 mile NE and 9 miles SW of the Tucson VORTAC 318° radial, extending from the 10-mile radius area to 22 miles NW of the VORTAC and within 16 miles NE of the Tucson VORTAC 318° radial extending from the Tucson VORTAC to 30 miles NW of the VORTAC; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 32°33'00" N., longitude 111°45'00" W.; to latitude 32°33'00" N., longitude 110°52'00" W.; thence N via longitude 110°52'00" W. to the S boundary of V-94; thence SE via the S boundary of V-94 to longitude 110°00'00" W.; thence S to latitude 31°39'00" N., longitude 110°00'00" W.; to latitude 31°39'00" N., longitude 111°00'00" W.; to latitude 32°00'00" N., longitude 111°45'00" W.; to point of beginning.

Tucumcari, N. Mex.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of the Tucumcari Municipal Airport (latitude 35°10'50" N., longitude 103°36'15" W.).

Tullahoma, Tenn.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Arnold Air Force Station (latitude 35°23'33" N., longitude 86°05'10" W.); within 3 miles each side of the Arnold VOR 216° radial, extending from the 8.5-mile radius area to 8.5 miles southwest of the VOR; within a 7-mile radius of Tullahoma Municipal Airport; Soesbe-Martin Field (lat. 35°23'00"N., long. 86°14'30"W.); within 3 miles each side of Shelbyville VOR 136° radial, extending from the 7-mile radius area to 8.5 miles southeast of Arnold VOR 226° radial; within a 13.5-mile radius of Winchester Municipal Airport, Winchester, Tenn. (latitude 35°10'40" N., longitude 86°03'49" W.); excluding the portions within Shelbyville and Chattanooga transition areas.

AMENDMENTS 6/1/79 44 F. R. 25835 (Changed)

Tulsa, Okla.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Tulsa International Airport (latitude 36°12'00" N., longitude 95°53'15" W.); within 8 miles west and 5 miles east of the Tulsa ILS localizer north course extending from the OM to 12 miles north; and within 8 miles north and 5 miles south of the Tulsa VORTAC 088° radial extending from the 9-mile radius area to 33 miles east of the VORTAC.

Tupelo, Miss.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the C. D. Lemons Municipal Airport (latitude 34°15'32" N., longitude 88°45'32" W); within 3 miles each side of the Tupelo VOR 214° radial, extending from the 5-mile radius area to 8.5 miles southwest of the VOR.

Tuscaloosa, Ala.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of Van De Graaff Airport (lat. 33°13'16" N., long. 87°36'39" W.); within 2.5 miles each side of Tuscaloosa VORTAC 052° radial, extending from the 11-mile radius area to 6.5 miles northeast of the VORTAC.

Tuskegee, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Moton Field (lat. 32°27'36" N., long. 85°40'44" W.); within 3 miles each side of the Tuskegee VORTAC 018° radial, extending from the 6.5-mile radius area to 8.5 miles north of the VORTAC; excluding the portion within the Tallassee transition area.

Twentynine Palms, Calif.
That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 34° 17'00" N., longitude 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-2501E, R-2501S, and R-2507.

Twin Falls, Idaho
That airspace extending upward from 700 feet above the surface within 9.5 miles north and 5 miles south of the Twin Falls VORTAC 086° and 281° radials extending from the VORTAC to 30 miles east and 18.5 miles west; within 5 miles each side of the Twin Falls 156° radial extending from the VORTAC to 9.5 miles southeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within a 16.5-mile radius of the Twin Falls VORTAC, extending clockwise from the VORTAC 121° radial to the VORTAC 311° radial; within that airspace southeast of Twin Falls bounded on the north by V-269, on the east by a 21-mile arc centered on the VORTAC and on the southeast by V-484; within that airspace north of Twin Falls bounded on the north by V-500, on the east by longitude 114°01'00" W., on the south by V-269 and on the southwest by V-293; that airspace northwest of Twin Falls bounded on the north by V-330, on the east by V-293, and on the south by V-4; that airspace within 9 miles southwest and 6 miles northeast of the Twin Falls VORTAC 311° radial extending from the VORTAC to 30 miles northwest of the VORTAC.

Tyler, Tex.
That airspace extending upward from 700 feet above the surface bounded by a line extending from latitude 32°05'30" N., longitude 95°17'00" W., to latitude 32°27'00" N., longitude 95°42'30" W., to latitude 32°35'30" N., longitude 95°32'30" W.. to latitude 32°13'30" N.. longitude 95°07'00" W.. to point of beginning.

Ukiah, Calif.
That airspace extending upward from 700 feet above the surface within a five-mile radius of the Ukiah Municipal Airport (lat. 39°07'36"N., long. 123°12'00"W.); that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Ukiah, Calif., VORTAC bounded on the E by the W edge of V-25, that airspace S of Ukiah bounded on the E by the W edge of V-25, on the S by latitude 38°43'30" N., on the W by longitude 123°23'15" W., and that airspace between the 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 and that airspace extending upward from 5,300 feet MSL bounded on the east by the southwest edge of V-27 and on the west by the east/southeast edge of V-27W.

Ulysses, Kans.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Ulysses, Kans., Municipal Airport (latitude 37°36'10" N., longitude 101°22'15" W.); within 3 miles each side of the 307° bearing from the Ulysses radio beacon (latitude 37°35'51" N., longitude 101°22'00" W.); extending from the 5-mile radius area 2.5 miles northwest.

Umiat, Alaska
That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Umiat Airport (latitude 69°22'17" N., longitude 152°08'00" W.).

Unalakleet, Alaska
That airspace extending upward from 700 feet above the surface within 4.5 miles north and 9.5 miles south of the North River, Alaska, RBN 290° bearing, extending from the RBN to 24.5 miles west of the RBN; within 4.5 miles southeast and 9.5 miles northwest of the Unalakleet VORTAC 225° radial, extending from the VORTAC to 24.5 miles southwest of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within 7.5 miles north and 9.5 miles south of the Unalakleet VORTAC 110° and 290° radials, extending from 13 miles east to 13 miles west of the VORTAC.

Union City, Tenn.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Everett-Stewart Airport (latitude 36°22'50" N., longitude 88°59'15" W.); within 3 miles each side of Dyersburg VORTAC 037° radial, extending from the 5.5-mile radius area to 25.5 miles northeast of the VORTAC; within 3 miles each side of the 186° bearing from the Obion RBN (lat. 36°17'51"N., long. 88°59'40"W.), extending from the 5.5-mile radius area to 8.5 miles south of the RBN.

AMENDMENTS 4/1/79 44 F. R. 15653 (Changed) Corr: 44 F. R. 21765

Upper Sandusky, Ohio
That airspace extending upward from 700 feet above the surface with a 5.5-mile radius of the Wyandot County Airport (lat. 40°53'00"N., long. 83°18'52"W.).

Utica, N. Y.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 43°13'45" N., 75°25'00" W., of Griffiss AFB, Rome, N. Y., and within 2 miles each side of the Griffiss-TACAN 306° radial extending from the 10-mile radius to 14 miles NW of the TACAN.
Within a 12-mile radius of the center, 43°08'45" N., 75°22'55" W. of Oneida County Airport, Utica, N. Y., and within 3.5 miles each side of the 137° bearing from the Clay RBN, extending from the 12-mile radius area to 11.5 miles southeast of the RBN.
That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at 43°24'00" N., 76°53'00" W., to 42°57'00" N., 76°57'00" W., to 42°40'00" N., 77°23'45" W., to 42°41'30" N., 76°23'00" W., to 42°40'00" N., 75°30'00" W., to 43°00'00" N., 74°30'00" W., to 43°18'40" N., 74°30'30" W., thence counterclockwise along an arc with a radius of 46 miles from the center of Griffiss AFB to 43°36'00" N., 74°39'30" W., to 43°31'00" N., 74°43'00" W., thence counterclockwise along an arc with a radius of 40 miles from the center of Griffiss AFB to 43°44'00" N., 75°48'15" W., to 43°32'00" N., 76°23'00" W., to 43°24'00" N., 76°40'00" W., to point of beginning.

Uvalde, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Garner Field (latitude 29°12'54" N., longitude 99°44'30" W.), and within 2.5 miles each side of the 154° bearing from the Uvalde RBN (latitude 29°13'06" N., longitude 99°44'29" W.), extending from the 5-mile radius area to 8.5 miles southeast of the RBN.

Vacaville, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Nut Tree Airport, Calif., (lat. 38°22'18"N., long. 121°57'33"W.), and within 2.5 miles each side of the Sacramento VORTAC 259° radial, extending from the 3-mile radius area to 13 miles W of the VORTAC.

Valdosta, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Valdosta Municipal Airport (lat. 30°46'58"N., long. 83°16'44"W.); within an 8.5-mile radius of Moody AFB (lat. 30°58'01"N., long. 83°11'27"W.); within 3.5 miles west and 2 miles east of Moody TACAN 007° radial, extending from the 8.5-mile radius area to 11.5 miles north of the TACAN.

Valentine, Nebr.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Miller Field Airport (latitude 42°51'25" N., longitude 100°32'50" W.); and that airspace in the State of South Dakota extending upward from 1,200 feet above the surface within 5 miles each side of the 325° bearing from the Miller Field Airport within 12 miles northwest of the airport.

Valparaiso, Ind.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Porter County Airport (latitude 41°27'10" N., longitude 87°00'20" W.).

Vandalia, Ill.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Vandalia Municipal Airport (lat. 38°59'26" N., long. 89°09'55" W.) and within 2 miles each side of the Vandalia VOR 183° radial extending from the 5-mile radius area to the VOR.

Vandenberg AFB, Calif.
That airspace extending upward from 700 feet above the surface within 2 miles each side of the Vandenberg AFB ILS localizer southeast course, extending from 2.5 miles northwest to 1 mile southeast of the OM.

Van Horn, Tex.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Culberson County Airport (latitude 31°03'42" N., longitude 104°47'09" W.) and extending 6.0 miles north and 9.5 miles south of the 054° bearing from the airport coordinates to a point 19 miles northeast of the airport coordinates.

Van Wert, Ohio
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Van Wert Municipal Airport (latitude 40°51'45" N., longitude 84°36'15" W.).

Venice, Fla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Venice Municipal Airport (lat. 27°04'30" N., long. 82°26'00" W.).

Venice, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Garden Island Bay Seaplane Base (lat. 29°05'46"N., long. 89°11'55"W.) and within 3.5 miles each side of the 344° bearing from the Venice NDB (lat. 29°07'06"N., long. 89°12'20"W.) extending from the 5-mile radius to 13.5 miles from the seaplane base.

Vermont
That airspace extending upward from 1200 feet above the surface within the territorial boundaries of the State of Vermont.

Vernal, Utah
That airspace extending upward from 700 feet above the surface within 9.5 miles northeast and 5 miles southwest of the Vernal VOR 157° and 337° radials, extending from 10 miles northwest to 18.5 miles southeast of the VOR.

Vernon, Ala.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lamar County Airport (lat. 33°50'30" N., long. 88°07'10" W.); within 2.6 miles each side of Hamilton VORTAC 195° radial, extending from the 6.5-mile radius area to 17 miles south of the VORTAC, excluding the portion within Columbus, Miss., transition area.

Vernon, Tex.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Wilbarger County Airport (lat. 34°14'00"N., long. 99°17'30"W.) within 2 miles west of the Altus VOR 182° radial extending from the 6-mile radius to 7 miles north of the airport; within 3 miles each side of the 016° bearing from the Vernon NDB (lat. 34°13'48"N., long. 99°16'44"W.) extending from the 6-mile radius area to 11.5 miles north of the NDB, excluding the portion within the Hobart, Okla., transition area.

Vero Beach, Fla.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Vero Beach Municipal Airport (lat. 27°39'05" N., long. 80°24'51" W.); within 5 miles each side of Vero Beach VORTAC 291° radial, extending from the 8.5-mile radius area to 8.5 miles west of the VORTAC; within a 6.5-mile radius of St. Lucie County Airport, Fort Pierce, Fla. (lat. 27°29'38" N., long. 80°22'02" W.); excluding the portion outside the continental limits of the United States.

Versailles, Ohio
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Darke County Airport (latitude 40°12'17" N., longitude 84°31'38" W.); and within 3 miles either side of the 265° bearing from the airport, extending from the 5-mile radius area to 8 miles from the airport.

Vichy, Mo.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Rolla National Airport (latitude 38°07'40" N., longitude 91°46'10" W.); and within 3 miles of each side of the 067° radial of the Vichy VORTAC, extending from 6½-mile radius area to 8½ miles northeast of the Vichy VORTAC.

Vicksburg, Miss.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Vicksburg Municipal Airport (latitude 32°14'20" N., longitude 90°55'40" W.).

Victoria, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Victoria County-Foster Airport (latitude 28°51'10" N., longitude 96°55'20" W.) and within 3.5 miles each side of the ILS localizer 131° course extending from the 5-mile radius area to 14.5 miles southeast of the outer marker.

Victorville, Calif.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of George AFB, Victorville, Calif. (lat. 34°35'45"N., long. 117°22'55"W.), and within 14.5 miles west of the 016° and 166° true radials, George AFB TACAN (lat. 34°35'40.5"N., long. 117°23'20.5"W.) extending from the 12-mile radius area to 20.5 miles north and south of the TACAN, excluding the airspace within a 3.5-mile radius of El Mirage Airport (lat. 34°37'30"N., long. 117°36'15"W.).

Vidalia, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Vidalia Municipal Airport (lat. 32°11'45" N., long. 82°22'15" W.); within a 6.5-mile radius of Reidsville Airport, Reidsville, Ga. (latitude 32°03'19" N., longitude 82°09'19" W.); within 3 miles each side of the 295° bearing from Prison RBN (latitude 32°03'27" N., longitude 82°09'09" W.), extending from the 6.5-mile radius area to 8.5 miles northwest of the RBN.

Vincennes, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Lawrenceville-Vincennes Municipal Airport (latitude 38°45'35" N., longitude 87°36'27" W.); within 3 miles each side of the 186° bearing from the airport, extending from the 7-mile radius to 8 miles south; and 3 miles each side of the 352° bearing from the airport, extending from the 7-mile radius to 8 miles north; within 3 miles each side of the 102° bearing from the airport, extending from the 7-mile radius to 8 miles east; and within a 5.5-mile radius of O'Neal Airport (latitude 38°41'29" N., longitude 87°33'08" W.); and within 3 miles each side of the 258° bearing from the airport, extending from the 7-mile and 5½-mile radius area to 8 miles west of the airport, within a 5-mile radius of the Mt. Carmel Municipal Airport (latitude 38°36'24" N., longitude 87°43'34" W.); and within 3 miles either side of the 038° bearing from the airport, extending from the 5-mile radius area northeast to join the Lawrenceville and O'Neal radius areas.

Vincentown, N. J.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, lat. 39°54'15"N., long. 74°45'00"W., of Red Lion Airport, Vincentown, N. J.

Virginia
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Virginia including the offshore airspace within 3 nautical miles of and parallel to the shoreline of Virginia and that airspace extending upward from 2,000 feet MSL to FL-600 bounded on the east by longitude 75°30'00" W., on the south by latitude 36°33'30" N, and on the west and north by a line 3 nautical miles from and parallel to the shoreline, excluding that airspace within Control 1149.

Visalia, Calif.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Visalia Municipal Airport (latitude 36°19'10" N., longitude 119°23'35" W.), within 2 miles each side of the Visalia VOR 123° and and 303° radials, extending from the 5-mile radius area to 8 miles northwest of the VOR and within 4 miles each side of the Visalia VOR 150° radial, extending from 7 to 20 miles southeast of the VOR.

Vivian, La.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Vivian Municipal Airport (latitude 32°51'55" N., longitude 94°00'30" W.); within 2 miles each side of the Shreveport VORTAC 299° radial extending from the 6.5-mile radius area to 5.5 miles northwest of the VORTAC; and 3 miles each side of the 277° bearing from the NDB (latitude 32°51'37" N., longitude 94°00'42" W.) extending from the 6.5-mile radius area to 8.5 miles west of the NDB.

Wabash, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Wabash Municipal Airport (latitude 40°45'50" N., longitude 85°48'05" W.); within 5 miles each side of the 105° bearing from Wabash Municipal Airport extending from the 5-mile radius area to 12 miles east of the airport; and within 2 miles each side of the 040° radial of the Kokomo, Ind., VORTAC, extending from the 6-mile radius area to 15 miles northeast of the Kokomo, Ind., VORTAC; excluding the portion which overlies the Kokomo, Ind., 700-foot floor transition area.

Waco, Tex.
That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at latitude 32°08'00" N., longitude 96°54'00" W.; to latitude 32°02'00" N., longitude 96°50'40" W.; to latitude 31°46'00" N., longitude 96°55'00" W.; to latitude 31°39'30" N., longitude 96°43'50" W., to latitude 31°17'00" N., longitude 96°47'00" W., to latitude 31°17'00" N., longitude 97°13'00" W.; to latitude 30°56'30" N., longitude 97°25'30" W.; to latitude 30°58'30" N., longitude 97°35'40" W.; to latitude 31°11'00" N., longitude 97°31'00" W.; to latitude 31°27'00" N., longitude 97°34'00" W.; to latitude 31°27'00" N., longitude 97°41'00" W.; to latitude 31°35'00" N., longitude 97°44'00" W.; to latitude 31°46'30" N., longitude 97°41'50" W.; to latitude 31°59'00" N., longitude 97°24'00" W.; to point of beginning.

Wagner, S. Dak.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wagner Municipal Airport (lat. 43°03'33"N., long. 98°17'31"W.) and within 3 miles each side of the 086° bearing from Wagner Municipal Airport extending from the 5-mile radius area to 8 miles east of the airport.

AMENDMENTS 4/19/79 44 F. R. 10363 (Added)

Wahoo, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wahoo Municipal Airport (lat. 41°14'27"N., long. 96°35'15"W.) and within 3 miles each side of the 032° bearing from the Wahoo Municipal Airport extending from the 5-mile radius 8.5 miles northeast of the airport excluding that portion which lies in the Freemont, Nebr., transition area.

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.

Wakefield, Va.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, lat. 36°59'14" N., long. 77°00'06" W., of Wakefield Municipal Airport, Wakefield, Va., and within 3 miles each side of the 013° bearing from the Wakefield RBN, lat. 36°58'59" N., long. 77°00'05" W., extending from the 5-mile radius area to 8.5 miles northeast of the RBN.

Wake Island
That airspace extending upward from 700 feet above the surface within a 10 NM radius of the Wake Island VORTAC; and that airspace extending upward from 1200 feet above the surface within a 25 NM radius of the Wake Island VORTAC.

Wallace, N. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Henderson Field (latitude 34°43'05" N., longitude 78°01'20" W.); within 3 miles each side of Wilmington VORTAC 344° radial, extending from the 5-mile radius area to 22 miles northwest of the VORTAC; within 3 miles each side of the 078° bearing from Pendy NDB (latitude 34°42'58" N., longitude 78°00'14" W.), extending from the 5-mile radius area to 8.5 miles east of the RBN.

Walla Walla, Wash.
That airspace extending upward from 700 feet above the surface within 4 miles each side of the Walla Walla VOR 036° radial, extending from the VOR to 16 miles northeast; within 5 miles southeast and 4.5 miles northwest of the Walla Walla VOR 215° radial, extending from the VOR to 18.5 miles southwest of the VOR; that airspace extending upward from
1,200 feet above the surface within 5 miles SE and 13 miles NW of the Walla Walla VOR 023° and 203° radials, extending from 14 miles SW to 28 miles NE of the VOR, within 5 miles each side of the Walla Walla TACAN 041° radial extending from the TACAN to 23 miles NE of the TACAN, within 5 miles SE and 9 miles NW of the Pendleton, Oreg., VORTAC 025° radial, extending from 33 miles NE to 61 miles NE of the VORTAC, and that airspace bounded by an arc of a 19-mile radius circle centered on the Walla Walla VOR (latitude 46°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 6.5-mile radius of the Walnut Ridge Regional Airport (latitude 36°07'30"N., longitude 90°55'25"W.); within three miles each side of the Walnut Ridge VORTAC 240° radial, extending from the 6.5-mile-radius area to 8.5 miles southwest of the VORTAC; within 3.5 miles each side of the 005° bearing from the proposed RBN (latitude 36°07'36"N., longitude 90°55'36"W.), extending from the 6.5-mile-radius area to 12 miles north of the RBN; and within a 5-mile radius of the Pocahontas Municipal Airport (latitude 36°14'40"N., longitude 90°56'45"W.).

Walterboro, S. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Walterboro Municipal Airport (lat. 32°55'08" N., long. 80°38'25" W.); within 3 miles each side of the 060° bearing from Walterboro RBN (lat. 32°55'32" N., long. 80°38'27" W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Wapakoneta, Ohio
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of Neil Armstrong Field (lat. 40°29'36" N., long. 84°18'04" W.).

Waring, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Rust Airport (lat. 29°57'25"N., long. 98°45'25"W.) and within 2.5 miles either side of the 180° bearing from the Runway 35 reference point, lat. 29°57'14"N., long. 98°47'25"W.) extending 3 miles from the 5-mile radius, excluding that portion which overlies the San Antonio, Tex., transition area.

Warren, Ark.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Warren Municipal Airport (latitude 33°33'50" N., longitude 92°05'00" W.), and within 2 miles each side of the Monticello VORTAC 270° radial extending from the 5-mile radius area to 16 miles west of the VORTAC.

Warrensburg, Mo.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Skyhaven Airport, Warrensburg, Mo. (lat. 38°47'N., long. 93°48'W.); and within 2.5 miles either side of the Napoleon, Mo., VORTAC 140° radial, extending from the 5.5-mile radius to 7 miles northwest of the airport.

AMENDMENTS 12/28/78 43 F. R. 45984 (Added)

Warroad, Minn.
That airspace extending upward from 700 feet above the surface within a 6-statute-mile radius (5.3 nautical miles) of the Warroad International, Swede Carlson Field (lat. 48°65'15"N., long. 95°20'30"W., estimated) excluding that area north of lat. 49° (Canadian airspace) and within 3 statute miles (2.5 nautical miles) each side of the 103° true bearing from the Warroad International, Swede Carlson Field, extending from the 6-statute-mile (5.3 nautical miles) radius to 8.5 statute miles (7 nautical miles) east southeast of the airport.

AMENDMENTS 8/9/79 44 F. R. 34110 (Added)

Warsaw, Ind.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Warsaw Municipal Airport (latitude 41°16'39" N., longitude 85°50'48" W.); and within 3½ miles each side of the 359° bearing from the airport extending from the 7-mile radius area to 12½ miles north of the airport, excluding the airspace that overlies the Nappanee, Ind., and Goshen, Ind., transition areas.

Waseca, Minn.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Waseca Municipal Airport (latitude 44°04'24" N., longitude 93°33'10" W.); within 3½ miles each side of the 339° bearing from the Waseca Municipal Airport, extending from the 5-mile radius to 8 miles north of the airport; within 1½ miles each side of the 046° bearing from the Waseca Municipal Airport, extending from the 5-mile radius to 6 miles northeast of the airport.

Washington, D. C.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the center, 38°51'07" N., 77°02'23" W., of Washington National Airport, Washington, D. C.; within an 11-mile radius of the center of Washington National Airport, extending clockwise from a 022° bearing to a 165° bearing from the airport; within an 11.5-mile radius of the center of Washington National Airport, extending clockwise from a 210° bearing to a 270° bearing from the airport; within a 12.5-mile radius of the center of Washington National Airport, extending clockwise from a 270° bearing to a 310° bearing from the airport; within an 11.5-mile radius of the center of Washington National Airport, extending clockwise from a 310° bearing to a 022° bearing from the airport; within 4.5 miles each side of a 317° bearing from the Georgetown, D. C., RBN, extending from the RBN to 5.5 miles northwest; within an 8.5-mile radius of the center, 38°48'39" N., 76°52'02" W., of Andrews AFB, Camp Springs, Md.; within 2.5 miles each side of the Andrews VORTAC 360° radial, extending from the VORTAC to 9.5 miles north of the VORTAC; within a 5-mile radius of the center, 38°42'55" N., 77°10'55" W., of Davison AAF, Fort Belvoir, Va.; within 5 miles each side of a 180° bearing from a point 38°39'41" N., 77°06'37" W., extending from said point to 9.5 miles south; within 5 miles each side of a 081° bearing from a point 38°39'41" N., 77°06'37" W., extending from said point to 20 miles east; within 3.5 miles each side of the extended centerline of Davison AAF Runway 32, extending from the northwest end of Runway 32 to 9 miles northwest; within 6.5 miles southwest and 4.5 miles northeast of a 134° bearing and a 314° bearing from a point 38°39'41" N., 77°06'37" W., extending from 5.5 miles northwest to 11.5 miles southeast of said point; excluding the portion within P-56 and P-73.

Washington, Ga.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Washington-Wilkes County Airport (lat. 33°47'20" N., long. 82°48'30" W.); within 2.5 miles each side of Athens VOR 112° radial, extending from the 6.5-mile radius area to 25 miles east of the VOR.

Washington, Ind.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Daviess County Airport (latitude 38°41'58" N., longitude 87°07'55" W.); within 3 miles each side of the 010° bearing from Daviess County Airport, extending from the 8-mile radius area to 8½ miles north of the airport.

Washington, Iowa
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Washington Airport (latitude 41°16'00" N., longitude 91°41'00" W.); and that airspace 3 miles each side of the 141° bearing from Washington NDB (latitude 41°16'13" N., longitude 91°41'04" W.); extending from the 5-mile radius to a point 8.5 miles southeast of the NDB.

Washington, Mo.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Washington Memorial Airport (lat. 38°35'55"N., long. 90°59'55"W.) and within 1½ miles each side of the Foristell, Mo., VORTAC 193° radial extending from the 5-mile radius area to 7½ miles north of the airport.

Washington, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Warren Field (lat. 35°34'15" N., long. 77°03'00" W.); within 3 miles each side of the 156° bearing from Wanoca RBN (lat. 35° 32'40" N., long. 77°02'00" W.), extending from the 8.5-mile radius area to 8.5 miles south of the RBN.

Washington, Pa.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center of lat. 40°03'15" N., long. 80°17'15" W. of Washington County Airport, Washington, Pa.

Washington Court House, Ohio
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of the Fayette County Airport (latitude 39°34'15" N., longitude 83°25'13" W.) and within 3 miles each side of the 037° bearing from the airport extending from the 5½-mile radius area to 10 miles northeast of the airport.

Waterloo, Iowa
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Waterloo Municipal Airport (lat. 42°33'20" N., long. 92°24'00" W.); and within 3½ miles each side of the Waterloo ILS localizer northwest course extending from the 10-mile radius area to 8 miles northwest of the OM; and 3 miles each side of the Waterloo, Iowa, VORTAC 120° radial extending from the 10-mile radius to 15 miles southeast of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 194° radial extending from the 10-mile radius to 11½ miles south of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 001° radial extending from the 10-mile radius to 11½ miles north of the VORTAC; and within 3½ miles each side of the Waterloo, Iowa, VORTAC 316° radial extending from the 10-mile radius to 11½ miles northwest of the VORTAC; and within 3½ miles each side of the LOC back course extending from the 10-mile radius to 16 miles southeast of the airport.

PENDING AMENDMENT
Watersmeet, Mich.
That airspace extending upward from 700 feet above the surface within an 8.5-statute-mile radius of the NRC Airport, Watersmeet, Mich., (lat. 46°17'15"N., long. 89°16'35"W.), excluding that portion which overlaps the Land-O-Lakes transition area; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 4.5 miles south of the 265° true bearing of the Watersmeet (RXW) NDB (lat. 46° 17'18"N., long. 89°16'43"W.), extending 18.5 miles east of the NDB and 9.5 miles north and 4.5 miles south of the 100° true bearing of the RXW NDB extending 18.5 miles west, excluding that portion which overlaps the Land-O-Lakes and the Boulder Junction transition areas and that 1,200 foot airspace designated to encompass VOR Federal Airways V-430, V-63 and V-91E.

AMENDMENTS 1/24/80 44 F. R. 58686 (Added)

Watertown, N. Y.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, 43°59'20" N., 76°01'20" W. of Watertown International Airport, Watertown, N. Y., and within 3.5 miles each side of the Watertown, N. Y., VOR 211° radial, extending from the 7-mile radius area to 12 miles southwest of the VOR.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 44°16'00" N., 75°40'00" W. to 44°16'00" N., 76°10'00" W. to 43°52'00" N., 76°21'00" W. to 43°32'00" N., 76°23'00" W. to 43°44'00" N., 75°49'00" W. to 43°52'00" N., 75°54'00" W. to point of beginning.

Watertown, S. Dak.
That airspace extending upward from 700 feet above the surface within a 14.5-mile radius of the Watertown VORTAC; within a 26-mile radius of the Watertown
VORTAC extending clockwise from the 086° radial to a line located parallel to and 4.5 miles west of the 181° radial; and within 6 miles east and 9.5 miles west of the Watertown VORTAC 001° radial extending from the VORTAC to 21 miles north; and that airspace extending upward from 1,200 feet above the surface within 9.5 miles east and 7 miles west of the 181° radial extending from the Watertown VORTAC to 31.5 miles south; and within a 26-mile radius of the Watertown VORTAC extending clockwise from a line 7 miles west of and parallel to the 181° radial to the 238° radial; and 5 miles each side of the 053° radial from the Watertown VORTAC within the State of South Dakota.

AMENDMENTS 10/4/79 44 F. R. 40633 (Changed)

Watertown, Wis.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of Watertown Municipal Airport (latitude 43°10'15" N., longitude 88°43'20" W.).

Watford City, N. Dak.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Watford City Municipal Airport (lat. 47°47'58"N., long. 103°15'24"W.) and within 3 miles each side of the 303° bearing from the Watford City NDB (lat. 47°47'58"N., long. 103°15'09"W.) extending from the 5.5-mile radius to 8.5 miles northwest of the Watford City NDB, and airspace extending upward from 1,200 feet above the surface bounded on the south by lat. 47°30'00"N., on the west and northwest by V-465E, on the northeast and east by V-71 excluding Williston, N. Dak., 1,200 foot transition area.

AMENDMENTS 8/9/79 44 F. R. 34104 (Added)

Watonga, Okla.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Watonga, Okla., Airport (lat. 35°51'35"N., long. 98°25'13"W.).

AMENDMENTS 11/29/79 44 F. R. 53157 (Added)

Waupaca, Wis.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Waupaca Municipal Airport (lat. 44°20'02"N., long. 89°00'51"W.); and within 3 miles each side of the 118° bearing from the airport, extending from the 5-mile radius area to 8 miles southeast of the airport.

Wausau, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Wausau Municipal Airport (latitude 44°55'33" N., longitude 89°37'32" W.).

PENDING AMENDMENT
Waverly, Iowa
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Waverly Municipal Airport (lat. 42°44'33"N., long. 92°30'26"W.) excluding that portion that overlies the Waterloo, Iowa transition area.

AMENDMENTS 1/24/80 44 F. R. 65388 (Added)

Waverly, Tenn.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Humphreys County Airport (lat. 36°07'02"N., long. 87°44'17"W.); within 3 miles each side of the 034° bearing from the Waverly RBN (lat. 36°07'00"N., long. 87°44'25"W.), extending from the 6.5-mile radius area to 8.5 miles northeast of the RBN.

Waycross, Ga.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Waycross-Ware County Airport (lat. 31°14'55" N., long. 82°23'48" W.); within 1.5 miles each side of Waycross VORTAC 099° radial, extending from the 8.5-mile radius area to the VORTAC; excluding the portion within a 1.5-mile radius of Bivins Airport (lat. 31°11'06" N., long. 82°16'25" W.).

Wayne, Nebr.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wayne Municipal Airport (lat. 42°14'23"N., long. 096°59'01"W.), and within 3 miles each side of the 047° bearing from the Wayne Municipal Airport extending from the 5-mile radius to 8.5 miles northeast of the airport.

Webster City, Iowa
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of Webster City Municipal Airport (latitude 42°26'15" N., longitude 93°52'15" W.).

Welch, Okla.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Patch Airport (lat. 36°52'39"N., long. 95°08'58"W.).

Wells, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harriet Field (latitude 41°06'54" N., longitude 114° 55'24" W.) and within 4.5 miles south and 9.5 miles north of the Wells VOR 287° radial, extending from the VOR to 18.5 miles west of the VOR. That airspace extending upward from 1,200 feet above the surface within 12 miles north and 8 miles south of the Wells VOR 287° and 107° radials extending from 23 miles west to 10 miles east of the VOR.

Wellsboro, Pa.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 41°43'45" N., 77°23'30" W., of Grand Canyon State Airport, Wellsboro, Pa., and within 2 miles each side of Stonyfork, Pa., VOR 212° radial extending from the 6-mile radius area to 8 miles southwest of the VOR. This transition area is effective from sunrise to sunset daily.

Welsh, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Welsh Municipal Airport (latitude 30°14'30" N., longitude 92°49'45" W.), but excluding that portion within the Jennings, La., 700-foot transition area.

Wellsville, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center (lat. 42° 06'34" N., long. 77°59'59" W.) of Wellsville Municipal (Tarantine) Airport, Wellsville, NY., within 4 miles each side of the 090° bearing from the Hallsport RBN, lat. 42°06'34" N., long. 77°54'33" W., extending from the 9-mile radius area to 11.5 miles east of the RBN, and within 3.5 miles each side of the Wellsville, N. Y., VOR 196° radial extending from the 9-mile radius area to 11.5 miles south of the VOR.

Wenatchee, Wash.
That airspace extending upward from 700 feet above the surface within 4 miles each side of the Wenatchee VOR 124° radial, extending from the VOR to 12.5 miles southeast of the VOR; that airspace extending upward from 1,200 feet above the surface within 5 miles south and 8 miles north of the Wenatchee VOR 092° and 272° radials, extending from 7 miles west to 14 miles east of the VOR and within 5 miles southwest and 9.5 miles northeast of the 124° radial, extending from the VOR to 23 miles southeast of the VOR.

Wendover, Utah
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Wendover AF Auxiliary Field (latitude 40°43'41" N., longitude 114°02'12" W.); that airspace extending upward from 1,200 feet above the surface within 12.5 miles north and 8.5 miles south of the Bonneville VORTAC 084° and 272° radials, extending from the VORTAC to 23 miles east and west of the VORTAC; and that airspace extending upward from 8,500 feet MSL bounded on the north by V-6, on the west by V-253, on the south by V-32, and on the east by a line extending from latitude 40°51'30" N., longitude 112°56'30" W.; north to latitude 41°00'00" N., longitude 112° 56'30" W.; thence east to latitude 41°00'00" N., longitude 112°45'00" W., thence north to latitude 41°10'40" N., longitude 112°45'00" W., thence northwest to latitude 41°12'00" N., longitude 112°52'00" W.; thence north via longitude 112°52'00" W., to V-6, excluding that portion which falls within the 1200-foot transition area.

West Bend, Wis.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the West Bend Municipal Airport (latitude 43°25'17" N., longitude 88°07'41" W.); within 3 miles each side of the 051° bearing from the airport, extending from the 7-mile radius area to 8 miles northeast of the airport, and within 3 miles each side of the 133° bearing from the airport, extending from the 7-mile radius area to 7½ miles southeast of the airport.

West Branch, Mich.
That airspace extending upward from 700 feet above the surface within a 5½-mile radius of West Branch Community Airport (latitude 44°14'36" N., longitude 84°10'58" W.); and within 3 miles each side of the 87° bearing from West Branch Community Airport, extending from the 5½-mile radius area to 13 miles east of the airport.

Westhampton Beach, N. Y.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Suffolk County Airport, Westhampton Beach, N. Y. (latitude 40°50'39" N., longitude 72°37'49" W.); and within 5 miles each side of the Squire, N. Y. OM (lat. 40°54'16" N., long. 72°33'25" W.) extending from the 9-mile radius area to 11.5 miles northeast of the OM.

West Helena, Ark.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of Thompson-Robbins Airport (latitude 34°34'29" N., longitude 90°40'48" W.), and within 3.5 miles each side of the 350° bearing from the Thompson-Robbins RBN (latitude 34°34'16" N., longitude 90°40'33" W.) extending from the 5.5-mile radius area to 11.5 miles north of the RBN.

West Milford, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, Lat. 41°07'45"N., Long. 74°20'50"W., of Greenwood Lake Airport, West Milford, N. J.; within a 7-mile radius of the center of the airport, extending clockwise from a 154° bearing from the airport to a 217° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 217° bearing from the airport to a 318° bearing from the airport; within a 7.5-mile radius of the center of the airport, extending clockwise from a 318° bearing from the airport to a 079° bearing from the airport; within 2 miles each side of the Sparta, N. J., VORTAC 067° radial, extending from the 5-mile radius area to the VORTAC.

Westminster, Md. (Clearview Airpark)
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°28' 01" N., 77°01'06" W. of Clearview Airpark, Westminster, Md.; within a 5.5-mile radius of the center of the airport, extending clockwise from a 350° bearing to a 045° bearing from the airport and within 2.5 miles each side of the Westminster VORTAC 047° radial, extending from the 5-mile radius area to 6 miles northeast of the VORTAC. This transition area is effective from sunrise to sunset, daily.

Westminster, Md. (Westminster Airport)
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 39°36'15" N., long. 77°00'15" W. of Westminster Airport, Westminster, MD.; within an 8-mile radius of the center of the airport, extending clockwise from a 035° bearing from the airport to a 085° bearing from the airport and within 1.5 miles each side of the Westminster VORTAC 351° radial, extending from the 6.5-mile radius area to the VORTAC.

West Point, Va.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center of West Point Municipal Airport 37°31'00" N., 76°45'40" W. , and within 4 miles each side of the Harcum, Va., VORTAC 148° radial and 328° radial extending from the 6-mile radius area to 11 miles southeast of the VORTAC.

West Union, Iowa (George L. Scott Municipal Airport)
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the George L. Scott Municipal Airport (lat. 42°59'00"N., long. 91°48'00"W.). Within 3 miles each side of the 174° bearing from the George L. Scott Municipal Airport, extending from the 8-mile radius to 10.5 miles south of the airport.
AMENDMENTS 4/19/79 44 F. R. 6379 (Rewritten)

West Union, Ohio
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Alexander Salamon Airport (latitude 38°51'05" N., longitude 83°34'00" W.); and within 3 miles either side of the 049° bearing from the airport extending from the 6-mile radius to 8 miles northeast of the airport.

West Virginia
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of West Virginia.

West Woodward, Okla.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the West Woodward, Okla., Airport (lat. 36°26'12"N., long. 99°31'30"W.) and within 5 miles each side of the Gage, Okla., VORTAC 072° radial, extending from the 7-mile radius area, southwest to the Gage, Okla., VORTAC, and within 3.5 miles each side of the 349° bearing from the West Woodward NDB, extending from the 7-mile radius area to 11.5 miles northwest of the West Woodward NDB, excluding the Gage, Okla., Control Zone and Transition Area.
AMENDMENTS 6/14/79 44 F. R. 23204 (Rewritten)

West Yellowstone, Mont.
That airspace extending upward from 700 feet above the surface within 5 miles west and 9.5 miles east of the 026° and 206° bearings from the Targhee, Montana LOM (latitude 44°34'33" N., longitude 111°11'48" W.), extending from 18 miles northeast to 18.5 miles southwest of the LOM; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 209° bearing from the LOM extending from the LOM to 41.5 miles southwest of the LOM, and 5 miles each side of the 304° bearing from the LOM extending from the LOM to the east edge of V-343; that airspace extending upward from 10,700 feet MSL within a 29-mile radius of the Targhee LOM extending clockwise from the 081° bearing from the LOM to 5 miles east of the 236° bearing from the LOM and within 5 miles each side of the 236° bearing from the LOM extending from the LOM to 50 miles southwest of the LOM; that airspace extending upward from 12,000 feet MSL within a 35-mile radius of the Targhee LOM extending clockwise from the 026° bearing from the LOM to the 081° bearing from the LOM; that airspace extending upward from 13,000 feet MSL, within a 35-mile radius of the Targhee LOM extending clockwise from the 315° bearing to the 026° bearing from the LOM, excluding that portion that overlies V-343. This transition area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Wetumpka, Ala.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wetumpka Airport, excluding the portion that coincides with the Montgomery, Ala., transition area.

Weyers Cave, Va.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center (lat. 38°15'49" N., long. 78°53'46" W.) of Shenandoah Valley Airport, Weyers Cave, Va., within 4.5 miles southeast and 9.5 miles northwest of the Shenandoah Valley Airport ILS localizer southwest course, extending from the localizer to 18.5 miles southwest of the OM;
within a 7.5-mile radius of the center (lat. 38°21'58" N., long. 78°57'35" W.) of Bridgewater Airpark, Bridgewater, Va., and within 4.5 miles northwest and 6.5 miles southeast of the 210° bearing and the 030° bearing from the Bridgewater RBN (lat. 38°21'56" N., long. 78°57'41" W.), extending from 5.5 miles northeast of the RBN to 11.5 miles southwest of the RBN.

Wharton, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Wharton Municipal Airport (latitude 29°15'15" N., longitude 96°09'15" W.); within 2.5 miles each side of the Eagle Lake, Tex., VORTAC 162° radial extending from the 5-mile radius to 23.5 miles southeast of the Eagle Lake VORTAC and within 3.5 miles each side of the 153° bearing of the Wharton RBN (latitude 29°15'17" N., longitude 96°09'11" W.) extending from the 5-mile radius to 11.5 miles southeast of the RBN and within 3.5 miles each side of the 324° bearing from the Wharton RBN extending from the 5-mile radius to 11.5 miles northwest of the RBN, excluding the portion within the El Campo, Tex., transition area.

Wheeling, W. Va.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Wheeling-Ohio County Airport (latitude 40° 10' 25" N., longitude 80° 38' 55" W.); within 2 miles each side of the Wheeling VOR 036° and 216° radials, extending from the 7-mile radius area to 8 miles NE of the VOR, and within 2 miles each side of the Wheeling ILS localizer SW course, extending from the 7-mile radius area to 8 miles SW of the OM.

Whidbey Island, Wash.
That airspace extending upward from 700 feet above the surface bounded on the E by a line extending from latitude 48°40'00" N., longitude 122°05'00" W. to latitude 48°05'00" N., longitude 121°55'00" W., on the S by latitude 48°05'00" N., on the W by the W edge of V-440, and the United states/Canadian border to latitude 48°25'00" N., thence via latitude 48°25'00" N. to an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence clockwise via the 13-mile radius arc to longitude 122°45'00" W., thence to latitude 48°40'00" N., longitude 122°43'00" W., on the N by latitude 48°40'00" N. to point of beginning, and that airspace NW of Whidbey Island NAS bounded by a line beginning at the point of intersection of latitude 48°25'00" N., and the United States/Canadian border, thence via the United States/Canadian border to altitude 48°40'00" N., thence via latitude 48°40'00" N., to longitude 123°02'00" W., thence direct to point of beginning; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 48°52'00" N., longitude 122°00'00" W., thence via longitude 122°00'00" W. to latitude 48°43'00" N., thence via latitude 48°43'00" N. to longitude 121°45'00" W., thence via longitude 121°45'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°55'00" W., thence to latitude 48°40'00" N., longitude 122°05'00" W., thence via latitude 48°40'00" N., to longitude 122°43'00" W., thence to latitude 48°31'00" N., longitude 122°45'00" W., to intercept an arc of a 13-mile radius circle centered on Ault Field, Whidbey Island, Wash. (latitude 48°21'10" N., longitude 122°39'20" W.), thence counterclockwise via the 13-mile radius arc to latitude 48°25'00" N., thence via latitude 48°25'00" N., to its intersection with the United States/Canadian border, thence to latitude 48°40'00" N., longitude 123°02'00" W., thence via latitude 48°40'00" N., to the east edge of Canadian VOR airway V-300, thence N via the east edge of V-300 to the United States/Canadian border, thence via the United States/Canadian border to latitude 48°52'00" N., thence to point of beginning; that airspace extending upward from 8,200 feet MSL bounded on the E by longitude 121°30'00" W., to latitude 48°00'00" N., thence via latitude 48°00'00" N., to longitude 121°35'00" W., thence via longitude 121°35'00" W., to latitude 48°05'00" N., thence via latitude 48°05'00" N., to longitude 121°45'00" W., on the W by longitude 121°45'00" 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.

Whitefield, NH.
That airspace extending upward from 700 feet above the surface within an arc of a 25.5-mile radius circle centered on the Whitefield, NH., Regional Airport (lat. 44°21'53" N., long. 71°33'07" W.) extending clockwise between the 012° and 160° bearings from the Whitefield Airport; within an arc of a 29.5-mile radius circle centered on the Whitefield Airport extending clockwise between the 160° and 218° bearings from the Whitefield Airport; within an arc of a 12.5-mile radius circle centered on the Whitefield Airport extending clockwise between the 218° and 294° bearings from the Whitefield Airport; within an arc of a 24-mile radius circle centered on the Whitefield Airport extending clockwise between the 294° and 337° bearings from the Whitefield Airport; within an arc of a 17-mile radius circle centered on the Whitefield Airport extending clockwise between the 337° and 012° bearings from the Whitefield Airport; within 3.5 miles each side of the 267° bearing from the Dalton, NH., NDB extending from the 12.5-mile radius area to 11.5 miles west of the NDB, excluding that airspace contained within the Berlin, NH., and North Conway, NH., transition areas.
That airspace extending upward from 1,200 feet above the surface within 5 miles each side of a direct line extending from the Dalton, NH., NDB (lat. 44°21'43" N., long. 71°41'08" W.) to the North Conway, NH., NDB (lat. 44°01'26" N., long. 71°06'59" W.); within 5 miles each side of a direct line extending from the Dalton NH., NDB to the Newport, VT., NDB (lat. 44°57'10" N., long. 72°10'40" W.); within 5 miles each side of a direct line extending from the Dalton, NH., NDB to the Montpelier, VT., VOR; within 5 miles each side of a direct line extending from the Dalton, NH., NDB to the Lebanon, NH., VOR; and within 4.5 miles north and 9.5 miles south of the 267° bearing from the Dalton, NH., NDB extending from the Dalton, NH., NDB to a point 18.5 miles west, excluding those portions that coincide with the Burlington, VT., and Lebanon, NH., 1,200-foot transition areas.

White Plains, N. Y.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the center, 41° 04'00" N., 73°42'33" W., of Westchester County Airport, White Plains, N. Y., extending clockwise from a 047° bearing to a 307° bearing from the airport, within a 10-mile radius of the center of the airport, extending clockwise from a 307° bearing to a 047° bearing from the airport; within 6.5 miles northwest and 4.5 miles southeast of the Carmel, N. Y., VORTAC 245° and 065° radials, extending from 5.5 miles southwest to 11.5 miles northeast of the VORTAC; within 6.5 miles southwest and 4.5 miles northeast of the Westchester County Airport ILS localizer northwest course, extending from 5.5 miles southeast of the OM to 11.5 miles northwest of the OM; within 5 miles each side of the Westchester County Airport ILS localizer northwest course, extending from the 8.5-mile radius area and 10-mile radius area to 12 miles northwest of the OM; within 5 miles each side of the extended centerline of Runway 16, extending from the southeast end of Runway 16 to 13 miles southeast of the southeast end of Runway 16; within 5 miles each side of the Carmel, N. Y., VORTAC 206° radial, extending from the 8.5-mile radius area and 10-mile radius area to the Carmel, N. Y., VORTAC; and within 5 miles each side of the Carmel, N. Y., VORTAC 232° radial, extending from 4 miles southwest to 10 miles southwest of the Carmel, N. Y., VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at 41°31'00" N., 73°54'00" W., to 41°31'00" N., 73°30'00" W., to 41°25'00" N., 73°30'00" W., to 41° 20'00" N., 73°44'00" W., to 41°18'00" N., 73°42'00" W., to 41°16'00" N., 73°45'00" W., to 41°20'00" N., 73°49' 00" W., to 41°15'00" N., 73°59'30" W., to 41°00'00" N., 73°38'00" W., to 41°00'00" N., 73°54'00" W., to 41° 08'10" N., 74°13'00" W., to 41°11'00" N., 74°09'00" W., to 41°12'00" N., 74°00'00" W., to 41°19'00" N., 74° 00'00" W., to point of beginning.

Whiteville, N.C.
That airspace extending upwards from 700 feet above the surface within a 6.5-mile radius of Columbus County Municipal Airport (lat. 34°16'23"N., long. 78°42'52"W.); within 3 miles each side of the 231° bearing from the Camp REN (lat. 34°16'19"N., long. 78°42'55"W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the REN.

Wichita, Kans.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Wichita, Kans., Mid-Continent Airport (lat. 37°39'09"N., long. 97°25'47"W.) and from 9.5 miles west of the LOC (BC) to Runway 1L extending from 8.5 miles to 15 miles south of the airport to 4.5 miles east of the LOC (FC) to Runway 1R to 6.5 miles east of the 176° radial of the Wichita, Kans., VORTAC facility, extending from the 8.5-mile radius to 15 miles south of the airport; within an 8.5-mile radius of the McConnell AFB (lat. 37° 37'26"N., long. 97°15'51"W.); and 2 miles each side of the McConnell AFB ILS localizer south course, extending from the 8.5-mile radius to 13 miles south of the AFB within a 5-mile radius of the Comotara Airpark (lat. 37° 44'45"N., long. 97°13'20"W.); and within 2 miles each side of the 344° bearing from the Comotara Airpark extending from the 5-mile radius to 6 miles north; within a 5-mile radius of the Augusta, Kans., Airport (lat. 37°40'21"N., long. 97°04'38"W.), and 3 miles each side of the 116° radial of the Wichita, Kans., VORTAC extending from the 8.5-mile radius of the AFB to 14 miles east of the Cessna Aircraft Field Airport (lat. 37° 38'55"N., long. 97°15'01"W.).

Wichita Falls, Tex.
That airspace extending upward from 700 feet above the surface within a 20-mile radius of lat. 33°59'56"N., long. 98°30'25"W., and 3 miles each side of the 177° bearing from the Scotland REN (lat. 33°47'24"N., long. 98°29'10"W.), extending from the 20-mile radius area to 8.5 miles south of the REN.

AMENDMENTS 10/4/79 44 F. R. 47323 (Changed)

Wildwood, N. J.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 39°00'15" N., 74°54'30" W. of Cape May County Airport, Wildwood, N. J.; within 2 miles each side of the Sea Isle, N. J., VORTAC 225° radial, extending from the 6-mile-radius area to the VORTAC and within 2.5 miles each side of a 360° bearing from a point 39°00'15" N., 74°54'30" W., extending from the 6-mile-radius area to 6.5 miles north of said point.

Wilkes-Barre, Pa.
That airspace extending upward from 700 feet above the surface within a 12.5-mile radius of the center, lat. 41°20'18" N., long. 75°43'29" W. of Wilkes-Barre-Scranton Airport, extending clockwise from a 260° bearing to a 355° bearing from the airport; within a 15.5-mile radius of the center of the airport, extending clockwise from a 355° bearing to a 025° bearing from the airport; within a 12.5-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 050° bearing from the airport; within a 17.5-mile radius of the center of the airport, extending clockwise from a 050° bearing to a 210° bearing from the airport; within a 10-mile radius of the center of the airport extending clockwise from a 210° bearing to a 260° bearing from the airport; within 3.5 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer southwest course, extending from the OM to 11.5 miles southwest of the OM; and within 5 miles each side of the Wilkes-Barre-Scranton Airport ILS localizer northeast course, extending from the localizer to 13.5 miles northeast of the localizer, excluding the portions that coincide with the Honesdale, Pa., and Mount Pocono, Pa., transition areas.

Wilkesboro, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Wilkes County Airport (lat. 36°08'33" N., long. 81°11'36" 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.

Williamsburg, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, 37°14'20"N., 76°42'59"W., of Williamsburg-Jamestown Airport.

Williamson, N. Y.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center, lat. 43° 14'10" N., long. 77°07'20" W. of Williamson-Sodus Airport, Williamson, N. Y., extending clockwise from a 055° to a 320° bearing from the airport; within a 5-mile radius of the center of the airport extending clockwise from a 320° to a 055° bearing from the airport.

Williamsport, Pa.
That airspace extending upward from 700 feet above the surface within a 20.5-mile radius of the center, 41° 14'32" N., 76°55'12" W. of Williamsport-Lycoming County Airport, extending clockwise from a 025° bearing to a 067° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 067° bearing to a 145° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 145° bearing to a 203° bearing from the airport; within a 20.5-mile radius of the center of the airport, extending clockwise from a 203° bearing to a 316° bearing from the airport; within a 22.5-mile radius of the center of the airport, extending clockwise from a 316° bearing to a 025° bearing from the airport; within 4.5 miles north and 9.5 miles south of the Williamsport-Lycoming County Airport ILS localizer east course, extending from the Picture Rocks, Pa., RBN to 18.5 miles east of the RBN; within 5 miles each side of the Williamsport-Lycoming County Airport ILS localizer east course, extending from the Picture Rocks, Pa., RBN to 13 miles east of the RBN.

Williamston, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Martin County Airport (lat.35°51'45" N., long. 77°10'35" W.); within 3 miles each side of the 018° bearing from the Williamston RBN (lat. 33°51'39" N., long. 77°10'31" W.), extending from the 6.5 mile radius area to 8.5 miles north of the RBN.

Willimantic, Conn.
That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center 41°44'40" N., 72°10'46" W. of Windham Airport, Willimantic, Conn.; within 2 miles each side of the centerline of Runway 9 extended from the 8-mile radius area to 9.5 miles E of the end of the runway; within 2 miles each side of the Norwich VOR 323° radial extended from the 8-mile radius area to the VOR; and within 2 miles each side of the centerline of Runway 27 extended from the 8-mile radius area to 9 miles W of the end of the runway. This transition area shall be in effect from sunrise to sunset.

Williston, N. Dak.
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Sloulin International Airport (latitude 48°10'35" N., longitude 103°38'10" W.); within 3½ miles each side of the Williston VOR 316° radial, extending from the 10-mile radius area to 11½ miles northwest of the VOR; and within 3½ miles each side of the 126° bearing from the Sloulin International Airport, extending from the 10-mile radius area to 14½ miles southeast of the airport;
and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Williston VOR, lat. 48°15'12"N., long. 103°45'01"W., extending from the Williston VOR 203° radial clockwise to the Williston VOR 088° radial, and within 9.5 miles southwest and 4.5 miles northeast of the Williston VOR 316° radial, extending from the 13-mile radius area to 18.5 miles northwest of the VOR, and within 45 miles of the Williston VOR extending clockwise from V-430 to V-439.

AMENDMENTS 4/19/79 44 F. R. 9742 (Changed)

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.

Willows, Calif.
That airspace extending upward from 700 feet above the surface within 3.5 miles each side of the Maxwell, Calif., VORTAC 360° radial, extending from 3.5 miles to 19.5 miles north of the VORTAC.

Wilmington, Del.
That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center 39°40'42"N., 75°36'27"W. of Greater Wilmington Airport, Wilmington, Del., extending clockwise from a 270° bearing to a 030° bearing from the airport; within a 10-mile radius of the center of Greater Wilmington Airport, extending clockwise from a 030° bearing to a 270° bearing from the airport; within 5 miles each side of the New Castle, Del., VORTAC 281° radial, extending from the VORTAC to 16.5 miles west of the VORTAC; within 5 miles each side of the New Castle, Del., VORTAC 111° radial, extending from the VORTAC to 11 miles east of the VORTAC; within a 5-mile radius of the center 39°31'17"N., 75°43'17"W. of Summit Airpark Airport, Middletown; Del.; within 2.5 miles each side of a line bearing 345° from a point 39°23'36"N., 75°40'36"W., extending from said point to the 5-mile radius area centered on Summit Airpark Airport and within 3 miles each side of a 234° bearing from the Greater Wilmington Airport ILS RWY 1 LOM, extending from the Summit Airpark Airport 5-mile radius area to 13 miles southwest of the LOM.

Wilmington, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of New Hanover Airport (latitude 34°16'15" N., longitude 77°54'05" W.).

Wilmington, Ohio
That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Wilmington Industrial Airport (latitude 30°25'45" N., longitude 83°48'00" W.).

Wilson, N. C.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Wilson Municipal Airport (lat. 35°46'00"N., long. 77°58'00"W.); within 3 miles each side of the 223° bearing from the Wilson RBN, extending from the 6.5-mile radius area to 8.5 miles southwest of the RBN; excluding that portion that coincides with the Rocky Mount, N. C., transition area.

Winamac, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Arens Airport (latitude 41°05'35" N., longitude 86°36'45" W.); within 2 miles each side of the Knox VORTAC 173° radial extending from the 5-mile radius area to 10 miles south of the VORTAC.

Winchester, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Randolph County Airport (latitude 40°10'15" N., longitude 84°55'15" W.); within 2.5 miles either side of the 111° bearing extending from the 5-mile radius to 6 miles southeast of the airport.

Winchester, Ky.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Codell Airport (lat. 38°01'21" N., long. 84°13'00" W.); within 2 miles each side of Lexington VORTAC 074° radial, extending from the 5-mile radius area to 8 miles east of the VORTAC.

Winchester, Va.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the center 39° 03'30" N., 78°08'30" W. of Winchester Municipal Airport; within a 9.5-mile radius of the center of the airport extending clockwise from a 187° bearing to a 008° bearing from the airport; within 3.5 miles each side of the Front Royal, Va., VORTAC 223° radial, extending from the VORTAC to 11.5 miles southwest of the VORTAC; within 2.5 miles each side of a 133° bearing from a point 39°08'17" N., 78°08'16" W., extending from said point to 11 miles southeast of said point.

Winder, Ga.
That airspace extending upward from 700 feet above the surface within a 6-mile radius of Winder Airport (lat. 33°58'52" N., long. 83°40'02" W.); within 2 miles each side of Athens VORTAC 277° radial, extending from the 6-mile radius area to 13.5 miles west of the VORTAC.

Windom, Minn.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Windom Municipal Airport (latitude 43°54'50" N., longitude 95°06'35" W.); and within 9½ miles west and 4½ miles east of the 354° and 174° bearings from the Windom Municipal Airport extending from 4 miles south of the airport to 18½ miles north of the airport.

Window Rock, Ariz.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Window Rock Airport (latitude 35°39'29"N, longitude 109°03'28"W) and within 3 miles each side of the Gallup VORTAC 318° radial, extending from the 5-mile radius area to the Gallup VORTAC.

Winnemucca, Nev.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Winnemucca Municipal Airport (lat. 40°53'50"N., long. 117°48'07"W.) and within 9 miles west and 5 miles east of the Winnemucca NDB (lat. 40°53'50"N., long. 117°48'20"W.) 342° bearing, extending from the 5-mile radius area to 11 miles north of the NDB; that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the 342° and 162° bearings extending from the NDB to the southeast edge of V-113 and the north edge of V-6N.

Winner, S. Dak.
That airspace extending upward from 700 feet above the surface within a 7½-mile radius of the Wiley Field (latitude 43°23'25" N., longitude 99°50'40" W.); within three miles each side of the Winner VOR 212° radial extending from the 7½-mile radius area to the VOR; and that airspace extending upward from 1,200 feet above the surface within 9½ miles northwest and 4½ miles southeast of the Winner VOR 032° and 212° radials extending from 5 miles southwest of the VOR to 18½ miles northeast of the VOR; and within 5 miles each side of the Winner VOR 212° radial extending from the VOR to 20 miles southwest of the VOR.

Winnfield, La.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winnfield NDB (latitude 31°57'46" N., longitude 92°39'25" W.); within 3 miles each side of a 276° bearing from the Winnfield NDB extending from the 5-mile radius area to 8 miles west of the NDB.

Winnsboro, S. C.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Fairfield County Airport (latitude 34°19'00" N., longitude 81°06'30" W.); within 3 miles each side of the 208° bearing from Winnsboro RBN (latitude 34°18'56" N., longitude 81°06'41" W.), extending from the 5-mile radius area to 8.5 miles southwest of the RBN.

Winnsboro, Tex.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Winnsboro Municipal Airport (latitude 32°56'22" N., longitude 95°16'43" W.) and within 1.5 miles each side of the Quitman, Tex., VORTAC 052° radial extending from the 5-mile radius area to the VORTAC.

Winona, Minn.
That airspace extending upward from 700 feet above the surface within a 12-mile radius of Winona Municipal-Max Conrad Field (latitude 44°04'37" N., longitude 91°42'22" W.): excluding that portion which overlies the La Crosse, Wis., transition area.

Winslow, Ariz.
That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Winslow Municipal Airport (latitude 35°01'15" N.,longitude 110°43'15" W.), and that airspace within an arc of a 10-mile radius circle centered on Winslow VORTAC extending clockwise from a line 4 miles south of and parallel to the Winslow 277° radial to a line 4 miles north of and parallel to the Winslow 292° radial; that airspace extending upward from 1,200 feet above the surface within 9.5 miles north and 16.5 miles south of the Winslow 112° and 292° radials, extending from 15.5 miles east to 19 miles west of the VORTAC.

PENDING AMENDMENT
Winters, Tex.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Winters Municipal Airport (lat. 31°56'45"N., long. 99°59'08"W.) and within 3.5 miles each side of the 187° bearing from the NDB (lat. 31°57'12"N., long. 99°59'00"W.) extending from the 7-mile radius area to 8.5 miles south of the NDB.

AMENDMENTS 1/24/80 44 F. R. 67372 (Added)

Winston-Salem, N. C.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Smith Reynolds Airport (latitude 36°08'01.3" N., longitude 80°13'22.1" W.); within 3 miles each side of Winston-Salem ILS localizer southeast course, extending from the 8.5-mile radius area to 8.5 miles southeast of the LOM; excluding the portion that coincides with the Greensboro transition area.

Wiscasset, Maine
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 43°57'40" N., 69°42'50" W. of the Wiscasset, Maine, Airport; within 6 miles on the north side and 4 miles on the south side of the 252° and 072° bearings from the Wiscasset, Maine, NDB, 43°58'57" N., 69°38'27" W., extending to 5.5 miles southwest, and 11.5 miles northeast of the NDB; excluding that portion which coincides with the Brunswick, Maine, 700-foot transition area.

Wisconsin
That airspace extending upward from 1,200 feet above the surface within the boundary of the State of Wisconsin.

Wisconsin Rapids, WI.
That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the Alexander Field, Southwood County Airport (latitude 44°21'31" N., longitude 89°50'15" W.); and within 3 miles each side of the 193° bearing from Alexander Field, Southwood County Airport, extending from the 6½-mile radius area to 8 miles south of the airport and within 3 miles each side of the 125° bearing from Alexander Field, Southwood County Airport, extending from the 6½-mile radius to 8 miles southeast of the airport and within 4 miles each side of the Stevens Point VORTAC 230° radial extending from the 6½-mile radius to 13 miles northeast of the airport excluding the portion that overlies the Stevens Point, Wis., transition area.

Wise, Va.
That airspace extending upward from 700 feet above the surface within an 11-mile radius of the center, 36° 59'15"N., 82°31'50"W., of Lonesome Pine Airport, Wise, Va., and within 3 miles each side of the 056° bearing from the Wise NDB (37°01'18"N., 82°28'04"W.), extending from the 11-mile radius area to 8.5 miles northeast of the NDB.

Wolf Point, Mont.
That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Wolf Point, Mont., NDB (lat. 48°06'16"N., long. 105°36'05"W.); and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 47°50'00"N., long. 105°00'00"W., to lat. 47°50'00"N., long. 106°00'00"W., to lat. 48°20'00"N., long. 106°00'00"W., to lat. 48°20'00"N., long. 105°00'00"W., to the point of beginning.

AMENDMENTS 10/4/79 44 F. R. 36943 (Rewritten)

Woodland, Calif.
That airspace extending upward from 700 feet above the surface within a 3-mile radius of Woodland-Watts Airport (lat. 38°40'30"N., long. 121°52'15"W.) and within 3 miles each side of the Sacramento VORTAC 313° radial, extending from the 3-mile radius area to the Sacramento VORTAC.

Woodruff, Wis.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Lakeland Airport (latitude 45°55'38" N., longitude 89°43'53" W.).

Woodsfield, Ohio
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Monroe County Airport (latitude 39°46'45" N., longitude 81°06'15" W.).

Wooster, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the center, lat. 40° 52'29" N., long. 81°53'14" W., of Wayne County Airport, Wooster, Ohio, and within 3.5 miles each side of the 090° bearing from the Smithville RBN, lat. 40°52'30" N., long. 81°50'00" W., extending from the 7-mile radius area to 11.5 miles east of the RBN.

Worcester, Mass.
That airspace extending upward from 700 feet above the surface within a 7-mile radius of Worcester, Mass., Airport (latitude 42°16'05" N., longitude 71°52'20" W.).

Worland, Wyo.
The airspace extending upward from 700 feet above the surface within 4.5 miles east and 9.5 miles west of the Worland VOR 352° and 172° radials extending from 18.5 miles north to 6 miles south of the VOR; that airspace extending upward from 1,200 feet above the surface, within a 23-mile radius of the VOR.

Worthington, Minn.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Worthington Municipal Airport (lat. 43°39'17"N., long. 95°35'01"W.).

AMENDMENTS 8/9/79 44 F. R. 36171 (Rewritten)

Wrangell, Alaska
That airspace extending upward from 700 feet above the surface within 2 miles south and 4 miles north of the 087° radial of the Level Island VOR extending from 6 miles east to 30 miles east of the VOR; and within 5 miles southwest and 5 miles northeast of the Wrangell localizer southeast and northwest courses extending from 3 miles southeast to 30 miles northwest of the Wrangell localizer (latitude 56°29'03" N., longitude 132°21'35" W.).

Wrightstown, N. J.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 40°04'00" N., 74°10'40" W. of Lakewood Airport, Lakewood, N. J.; within a 12-mile radius of McGuire AFB (latitude 40°00'55" N., longitude 74°35'25" W.); within a 9.5-mile radius of the center, 40°02'00"N., 74°21'00"W., of NAEC Lakehurst, Lakehurst, N. J.; within a 13-mile radius of the Navy Lakehurst TACAN, extending clockwise from the Navy Lakehurst TACAN 310° radial to the 148° radial; within 5 miles each side of the Coyle VORTAC 031° radial, extending from the Coyle VORTAC to 13 miles northeast; within 5 miles each side of the Robbinsville VORTAC 148° radial, extending from the Robbinsville VORTAC to 18.5 miles southeast; within 3 miles southwest and 5 miles northeast of the Navy Lakehurst TACAN 148° radial, extending from the TACAN to 14 miles southeast; within 3.5 miles each side of the 050° bearing from the Navy Lakehurst UHF RBN, extending from the RBN to 11.5 miles northeast; within a 5-mile radius of the Trenton-Robbinsville Airport (lat. 40°12'50" N., long. 74°36'05" W.); within 6.5 miles north and 4.5 miles south of the 278° and 098° radials of the Robbinsville VORTAC, extending from 5.5 miles west to 11.5 miles east of the VORTAC; within a 5-mile radius of Monmouth County Airport (latitude 40°11'05" N., longitude 74°07'20" W.); within 2 miles each side of the Colts Neck VOR 167° radial extending from the Monmouth County Airport 5-mile radius area to the VOR; within a 7-mile radius of lat. 39°55'41"N., long. 74°17'30"W., of Robert J. Miller Air Park, Toms River, N. J.; within 1.5 miles each side of the Coyle, N. J. VORTAC 044° radial extending from the 7-mile radius area to the Coyle VORTAC; within a 6-mile radius of the center of latitude 39°56'30" N., longitude 74°50'30" W. of Burlington County Airpark, Mt. Holly, N. J.

AMENDMENTS 12/26/78 43 F. R. 60144 (Changed)

Wurtsboro, N. Y.
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the center, 41°35'52" N., 74°27'32" W., of Wurtsboro-Sullivan County Airport, Wurtsboro, N. Y.; within a 9.5-mile radius of the center of the airport, extending clockwise from a 352° bearing to a 016° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 016° bearing to a 025° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 025° bearing to a 036° bearing from the airport; within a 14.5-mile radius of the center of the airport, extending clockwise from a 036° bearing to a 070° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 070° bearing to a 086° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 169° bearing to a 192° bearing from the airport; within a 10.5-mile radius of the center of the airport, extending clockwise from a 192° bearing to a 238° bearing from the airport; within a 12-mile radius of the center of the airport, extending clockwise from a 238° bearing to a 310° bearing from the airport; within an 11.5-mile radius of the center of the airport, extending clockwise from a 310° bearing to a 335° bearing from the airport; within a 10-mile radius of the center of the airport, extending clockwise from a 335° bearing to a 352° bearing from the airport; within 4.5 miles north and 6.5 miles south of the Stewart VOR (41°30'30" N., 74°05'51" W.) 288° radial extending from 2.5 miles west to 19.5 miles west of the Stewart VOR; excluding the portions that coincide with the Newburgh, N. Y., and Monticello, N.Y., transition areas. This transition area is effective from sunrise to sunset, daily.

Xenia, Ohio
That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the Greene County Airport (latitude 39°41'30" N., longitude 83°59'25" W.); and within 3.5 miles each side of the 063° bearing from the Greene County Airport extending from the 5.5-mile radius to 14.5 miles northeast of the airport excluding that airspace that overlies the Dayton, Ohio, transition area.

Yakataga, Alaska
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Yakataga Airport (lat. 60°04'57"N., long. 142°29'30"W.); within 3 miles each side of the 268° bearing from the Yakataga NDB, extending from the 5-mile radius area to 18 miles west of the NDB.

Yakima, Wash.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Yakima Airport (lat. 46°33'35"N., long. 120°32'25"W.), within 5 miles northeast and 10 miles southwest of the Yakima VORTAC 115° and 295° radials, extending from 1 mile northwest to 23 miles southeast of the VORTAC, and within 3.5 miles north and 5 miles south of the ILS localizer west course, extending from 11 to 27 miles northwest of the Donald OM; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Yakima VORTAC, excluding the airspace north of Yakima that overlies the Ellensburg, Wash., Transition Area; that airspace northeast of the 25-mile radius circle bounded on the north by lat. 47°00', on the east by 120°00', on the southeast by V-448, and on the northwest by the Ellensburg, Wash., Transition Area; that airspace within 9 miles northeast and 6 miles southwest of the Yakima VORTAC 129° radial, extending from the VORTAC to 33 miles southeast of the VORTAC; and that airspace south of the 25-mile radius circle bounded on the northeast by V-4, on the south by V-520, and on the west by V-25E.

Yakutat, Alaska
That airspace extending upward from 700 feet above the surface within a 15-mile radius of the Yakutat VORTAC, and within a 15-mile radius of the Ocean Cape, Alaska, RBN, excluding the portion NE of a line 5 miles NE of and parallel to the Yakutat VORTAC 319° and 139° radials; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the Yakutat VORTAC 147° radial, extending from the 15-mile radius area to 18 miles SE of the VORTAC; and within 5 miles each side of the Yakutat VORTAC 119° radial, extending from the 700-foot transition area to 65 miles southeast of the VORTAC.

Yankton, S. Dak.
That airspace extending upward from 700 feet above the surface within a 9-mile radius of Chan Gurney Municipal Airport (latitude 42°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 VOR 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; excluding that portion in the State of Nebraska.

Yazoo City, Miss.
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Barrier Field (latitude 32°52'30" N., longitude 90°24'25" W.); within 3 miles each side of the Jackson, Miss., VORTAC 332° radial, extending from the 6.5-mile radius area to 17.5 miles northwest of the VORTAC.

Yerington, Nev.
That airspace extending upward from 11,000 feet MSL within 12 miles, southwest and 8 miles northeast of the Reno, Nev., VORTAC 135° radial, extending from 10 miles northwest to 22 miles southeast of the INT of Reno VOR 135° and Lovelock, Nev., VORTAC 197° radials, excluding the airspace within Federal airways.

York, Pa.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 39°55'09" N., 76°52'30" W., of the York Airport, York, Pa.; within a 7-mile radius of the center of the airport, extending clockwise from a 069° bearing to a 205° bearing from the airport; within an 8.5-mile radius of the center of the airport, extending clockwise from a 205° bearing to a 244° bearing from the airport; within a 7-mile radius of the center of the airport, extending clockwise from a 244° bearing to a 271° bearing from the airport and within 3.5 miles each side of the 336° and 156° bearings from the Thomasville, Pa., RBN (39°58'39" N., 76°54'35" W.); extending from the 5-mile radius area to 11.5 miles northwest of the RBN.

Youngstown, Ohio
That airspace extending upward from 700 feet above the surface within a 9-mile radius of the center, lat. 41°15'28" N., long. 80°40'34" W. of Youngstown Municipal Airport, Youngstown, Ohio; within a 7-mile radius of the center, lat. 41°03'33" N., long. 80°49'55" W. of Youngstown Executive Airport, Youngstown, Ohio; within a 5.5 mile radius of the center, lat. 41°07'45" N., long. 80°37'15" W. of Lansdowne Airport, Youngstown, Ohio; within 3.5 miles each side of the Youngstown VORTAC 358° radial, extending from the Youngstown Municipal Airport 9-mile radius area to 11.5 miles north of the Youngstown VORTAC; within 3.5 miles each side Youngstown Municipal Airport ILS localizer southeast course, extending from the OM to 11.5 miles southeast of the OM; within 4.5 miles each side of the Youngstown VORTAC 203° radial, extending from 9 miles southwest of the VORTAC to 15.5 miles southwest of the VORTAC; within 5 miles each side of the 023° radial of the Youngstown VORTAC extending from the Youngstown Municipal Airport 9-mile radius area to 11.5 miles north of the VORTAC.

Yuma, Ariz.
That airspace extending upward from 700 feet above the surface, within an 11-mile radius of Yuma MCAS/Yuma International Airport (latitude 32°39'10" N., longitude 114°36'20" W.), within 2 miles each side of the Yuma VORTAC 181° radial, extending from the 11-mile radius area to 21 miles south of the VORTAC, that airspace within a 13-mile radius of the Yuma VORTAC extending from the 11-mile radius area bounded on the west by a line 4 miles west of and parallel to the Yuma VORTAC 351° radial and on the east by longitude 114°30'00" W., within 3 miles each side of the Yuma VORTAC 062° radial, extending from the VORTAC to 16 miles northeast of the VORTAC
and within 5 miles north and 6 miles south of the Yuma VORTAC 089° radial, extending from the VORTAC to 20.5 miles east of the VORTAC; that airspace extending upward from 1,200 feet above the surface, within 12 miles west and 11 miles east of the Yuma VORTAC 351° radial, extending from the north edge of V-66 to 20 miles north of the VORTAC, within 5 miles north and 8 miles south of the Yuma VORTAC 087° radial, extending from the VORTAC to 14 miles east of the VORTAC, within 11 miles east and 8 miles west of the Yuma VORTAC 180° radial, extending from the VORTAC to the United States/Mexico border; within six miles each side of the Yuma VORTAC 211° radial, extending from the VORTAC to the United States/Mexico border, and that airspace northwest of Yuma,
extending upward from 4,000 feet MSL, bounded on the north by the arc of an 18-mile radius circle centered on the Blythe, Calif., Airport (latitude 33°37'15" N., longitude 114°43'00" W.), on the east by the west edge of V-135, on the south by the north edge of V-66, and on the northwest and west by lines 5 miles northwest and west of and parallel to the Imperial and Blythe, Calif., VORTAC's, 064° and 187° radials respectively; excluding that portion outside the United States; that airspace extending upward
from 9,000 feet MSL bounded on the west by the west edge of V-135, on the east by R-2306C, and R-2306A, extending from 20 miles north of the Yuma VORTAC to the arc of an 18-mile radius circle centered on the Blythe, Calif., VORTAC.

Zanesville, Ohio
That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Zanesville Municipal Airport (latitude 39°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.

Zionsville, Ind.
That airspace extending upward from 700 feet above the surface within a 5-mile radius of Indianapolis Terry Airport (latitude 40°02'08" N., longitude 86°15'18" W.); within 2 miles either side of the 359° bearing extending from the airport to 6 miles north.

Zuni, N. Mex.
That airspace extending upward from 8,500 feet MSL within 10 miles N and 7 miles S of the Zuni VORTAC 087° and 267° radials extending from 20 miles E to 9 miles W of the VORTAC, excluding the portion within the State of New Mexico.

SUBPART H - POSITIVE CONTROL AREAS

§71.193 Designation of Positive Control Areas.
The parts of airspace described below are designated as positive control areas.

Continental positive control area.
That airspace within the continental control area from 18,000 feet MSL to and including flight level 600 within the 48 contiguous States and District of Columbia excluding the Santa Barbara Island, Farallon Island, and the portion south of lat. 25°04'00" N.

Alaska Positive Control Area
That airspace of the State of Alaska, from 18,000 feet MSL to and including flight level 600 but not including the airspace less than 1,500 feet above the surface of the earth and the Alaska Peninsula west of longitude 160°00'00"W.

SUBPART I - REPORTING POINTS

§ 71.201 Designation.
The locations described in this Subpart are designated as reporting points.

§ 71.203 Domestic low altitude reporting points.
The reporting points listed below are designated at all altitudes up to but not including 18,000 feet MSL.

Aberdeen, S. Dak.
Abilene, Tex.
Acton, Tex.
Ainsworth, Nebr.
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 Bangor, Maine, 146° radial, centerline of Control 1143.
Anderson, S. C.
Anton Chico, N. Mex.
Appleton, Ohio
Ardmore, Okla.
Atlanta, Ga.
Augusta, Ga.
Augusta, Maine
Austin, Tex.
Avenal, Calif.
Badger, Wis.
Baker, Oreg.
Bakersfield, Calif.
Bangor, Maine
Bard, Ariz. AMENDMENTS 11/29/79 44 F. R. 57083 (Added)
Barretts Mountain, N. C.
Baton Rouge, La.
Battle Mountain, Nev.
Beatty, Nev.
Beaumont, Tex.
Bellingham, Wash.
Bemidji, Minn.
Berlin, N. H.
Bible Grove, Ill.
Bigbee, Miss.
Big Spring, Texas
Big Sur, Calif.
Billings, Mont.
Binghamton, N. Y.
Biscayne Bay, Fla.
Bismarck, N. Dak.
Bluefield, W. Va.
Blue Ridge, TX
Blue Springs, Mo.
Blythe, Calif.
Boise, Idaho.
Bonneville, Utah

Boston, Mass.
Boulder City, Nev.
Bowling Green, Ky.
Boysen Reservoir, Wyo.
Bozeman, Mont.
Bradford, Ill.
Brainerd, Minn.
Bridgeport, Tex.
Brooke, Va.
Brookley, Ala.
Brookwood, Ala.
Brownsville, Tex.
Brunswick, Ga.
Bryce Canyon, Utah
Buckeye, Ariz.
Buffalo, N. Y.
Burley, Idaho
Burlington, Iowa
Burlington, Vt.
Butler, Mo.
Cape Girardeau, Mo.
Capital, Ill.
Carleton, Mich.
Carlsbad, N. Mex.
Carmel, N. Y.
Casa Grande, Ariz.
Casper, Wyo.
Cedar Rapids, Iowa
Centralia, Ill.
Chadron, Nebr.
Champaign, Ill.
Chanute, Kans.
CHARL: Lat. 47°28'21" N., Long. 114°07'19" W. (a. INT Mullan Pass, Idaho, 089°, Kalispell, Mont., 177° radials. b. Mullan Pass, Idaho, 089° radials, 62 NM from Mullan Pass).
Charleston, S. C.
Charleston, W. Va.
Chattanooga, Tenn.
Cherokee, Wyo.
Chesterfield, S. C.
Cheyenne, Wyo.
Chicago Heights, Ill.
Childress, Tex.
Cimarron, N. Mex.
Cincinnati, Ohio
Cleveland, Ohio
Coaldale, Nev.
Cochise, Ariz.
COFAX: INT Johnstown, Pa., 093°, St. Thomas, Pa., 358° radials.
Cofield, N. C.
Columbia, Mo.
Columbia, S. C.
Columbus, Ga.
Columbus, Nebr.
Columbus, N. Mex.
Concord, N. H.
COOBE: INT Clarion, Pa., 044°, Franklin, Pa., 099° radials.
Corona, N. Mex.
Corpus Christi, Tex.
Cotulla, Tex.
Coyle, N. J.
Crazy Woman, Wyo.
Crescent City, Calif.
Crestview, Fla.
Cross City, Fla.
Cunningham, KY
Cut Bank, Mont.
Dalhart, Tex.
Dallas-Fort Worth, Tex.
Danville, Ill.
Darwin, Minn.
Davenport, Iowa
Dayton, Ohio
Decatur, Ill.
DeLancey, N. Y.
Delta, Utah.
Deming, N. Mex.
Denver, Colo.
Des Moines, Iowa

Dickinson, N. Dak.
Dillon, Mont.
Dogwood, Mo.
Douglas, Ariz.
Douglas, Wyo.
Dublin, Ga.
Dubois, Idaho
Dubuque, Iowa
Duluth, Minn.
Dunkirk, N. Y.
Dupree, S. Dak.
Dyersburg, Tenn.
Eagle Lake, Tex.
Eaton, Miss.
Eau Claire, Wis.
EDGEE: INT Fort Wayne, Ind., 039°, Waterville, Ohio, 273° radials.
El Dorado, Ark.
Elkins, W. Va.
Elko, Nev.
Ellensburg, Wash.
Elmira, N. Y.
El Paso, Tex.
Ephrata, Wash.
Erie, Pa.
Escanaba, Mich.
Eugene, Oreg.
Fairfield, Utah
Fairmont, Minn.
Falmouth, Ky.
Fargo, N. Dak.
Farmington, Minn.
Farmington, Mo.
Farmington, N. Mex.
Fayetteville, N. C.
Fellows, Calif.
Fillmore, Calif.
Findlay, Ohio
Fish Hook, Fla. RBN
Flat Rock, Va.
FLIBB: INT Carmel, N. Y., 093° and Calverton, N. Y., 044° radials.
AMENDMENTS 11/29/79 44 F. R. 31944 (Added) Corr: 44 F. R. 34103 Corr: 44 F. R. 46789
FLINT: INT Kessel, W. Va., 038°, Martinsburg, W. Va., 297° radials.
Flint, Mich.
Florence, S. C.
Fort Bridger, Wyo.
Fort Dodge, Iowa
Fort Jones, Calif.
Fort Mill, S. C.
Fort Myers, Fla.
Fort Smith, Ark.
Fort Stockton, Tex.
Fortuna, Calif.
Fort Wayne, Ind.
Franklin, Va.
Fresno, Calif.
Friant, Calif.
Front Royal, Va.
Gage, Okla.
Gainesville, Fla.
Garden City, Kans.
GAREN: INT Goshen, Ind., 108°, Ft. Wayne, Ind., 016° radials.
GARRI: INT Drummond, Mont., 092° Butte, Mont., 002° radials.
Gaviota, Calif.
Gaylord, Mich.
Gila Bend, Ariz.
Gill, Colo.
GILLS: INT Jefferson, Ohio, 279°, Cleveland, Ohio, 024° radials.
Goffs, Calif.
Goodland, Kans.
Gordonsville, Va.
Goshen, Ind.
Graham, Tenn.
Grand Island, Nebr.
Grand Junction, Colo.
Grand Rapids, Minn.
Grand Strand, S. C.
GRANT: INT Columbus, Ga., 068° and Albany, Ga., 357° radials.

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.
Gunnison, Colo.
Guthrie, Tex.
Hallsville, Mo.
Hamilton, Ala.
Hanksville, Utah
Harcum, Va.
Harris, Ga., VORTAC
Harrisburg, Pa.
Harrison, Ark.
Hartford, Conn.
Hastings, Nebr.
Hayden, Colo.
Hayes Center, Nebr.
Hays, Kansas
Hazen, Nev.
Hector, Calif.
HEFIN: INT Talladega, Ala., 087°, LaGrange, Ga., 342° radials.
Helena, Mont.
Hibbing, Minn.
Hill City, Kans.
Hinch Mountain, Tenn.
Hobart, Okla.
Hobbs, N. Mex.
Hobby, Tex.
Hoquiam, Wash.
Holston Mountain, Tenn.
Hot Springs, Ark.
Houghton, Mich.
Houlton, Maine
Hudspeth, Tex.
Hugo, Colo.
Huron, S. Dak.
Hutchinson, Kans.
Imperial, Calif.
Indianapolis, Ind.
International Falls, Minn.
Iron Mountain, Mich.
Ironwood, Mich.
Jacks Creek, Tenn.
Jackson, Mich.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Dak.
Janesville, Wis.
Joliet, Ill.
Julian, Calif.
Junction, Tex.
Kansas City, Mo.
Kearney, Nebr.
Keating, Pa.
Keeler, Mich.
Kennebunk, Maine
Kenton, Del.
Key West, Fla.
Kimberly, Oregon
Kingston, N. Y.
Kinston, N. C.
Kirksville, Mo.
Klamath Falls, Oreg.
Knoxville, Tenn.
Kokomo, Ind.
Kremmling, Colo.
LaBelle, Fla.
Lafayette, Ind.
Lafayette, La.
Lake Charles, La.
Lake Henry, Pa.
Lake Hughes, Calif.

Lakeland, Fla.
Lamar, Colo.
Lamoni, Iowa
Lancaster, Pa.
Lansing, Mich.
Laramie, Wyo.
Laredo, Tex.
Las Vegas, Nev.
Lawrenceville, Va.
Leona, Tex.
LESSY: INT Salem, Mich., 273°, Lansing, Mich., 159° radials.
Lewis, Ind.
Lewistown, Mont.
Lexington, Ky.
Liberal, Kans.
Liberty, N. C.
Linden, Calif.
Linden, Va.
Litchfield, Mich.
Little Rock, Ark.
Livingston, Mont.
Llano, Tex.
Lometa, Tex.
London, Ky.
Lone Rock, Wis.
Los Angeles, Calif.
Louisville, Ky.
Lovelock, Nev.
Lubbock, Tex.
Lucin, Utah
Lufkin, Tex.
Lynchburg, Va.
Macon, Ga.
MADDI: INT Greenwood, S. C., 240° and Athens, Ga., 195° radials.
Malad City, Idaho
Malden, Mo.
Manistee, Mich.
Mankato, Kans.
Mankato, Minn.
Mansfield, Ohio
Maples, Mo.
Marianna, Fla.
Marion, Ill.
Marquette, Mich.
Martinsburg, W. Va.
Massena, N. Y.
Mason City, Iowa
McAlester, Okla.
McCall, Idaho
McComb, Miss.
McCook, Nebr.
Medford, Oreg.
Medicine Bow, Wyo.
Menominee, Mich.
Meridian, Miss.
Miami, Fla.
Midland, Tex.
Miles City, Mont.
Milford, Utah
Millinocket, Maine
Millsap, TX
MILTO: INT Eau Claire, Wis., 134°, and Nodine, Minn., 055° radials.
Milton, Pa.
Minneapolis, Minn.
Minot, N. Dak.
Missoula, Mont.
Mitchell, S. Dak.
Modena, Pa.
Moline, Ill.
Monroe, La.
Monroeville, Ala.
Montebello, Va.
Montgomery, Ala.
Mormon Mesa, Nev.
Morgantown, W. Va.
Mount Pleasant, Mich.
Mullan Pass, Idaho
Muncie, Ind.

Muscle Shoals, Ala.
Muskegon, Mich.
Myton, Utah
Nabb, Ind.
Nantucket, Mass.
Nashville, Tenn.
Needles, Calif.
NELLO: INT Atlanta, Ga., 001°, Chattanooga, Tenn., 127° radials.
Neola, Iowa
Neosho, Mo.
Newcombe, Ky.
Newman, Tex.
New Orleans, La.
Newport, Oreg.
Nodine, Minn.
Norfolk, Nebr.
North Bend, Oreg.
Northbrook, Ill.
North Platte, Nebr.
Nottingham, Md.
Oakland, Calif.
Ocala, Fla.
Oceanside, Calif.
Ogden, Utah
Oklahoma City, Okla.
Omaha, Nebr.
O'Neill, Nebr.
Orlando, Fla.
Ormond Beach, Fla.
Oshkosh, Wis.
Oswego, Kans.
Ottumwa, Iowa
Pahokee, Fla.
Palacios, Tex.
Palm Beach, Fla.
Palmdale, Calif.
Palm Springs, Calif.
Panoche, Calif.
Paradise, Calif. AMENDMENTS 10/4/79 44 F. R. 53738 (Added)
Parker, Calif.
Parkersburg, W. Va.
Park Rapids, Minn.
Paso Robles, Calif.
Patuxent, Md.
Pawling, N. Y.
Pawnee City, Nebr.
Peach Springs, Ariz.
Pecos, Tex.
Pellston, Mich.
Pembina, N. Dak.
Pendleton, Oreg.
Peoria, Ill.
Peotone, Ill.
Philipsburg, Pa.
Phoenix, Ariz.
Pierre, S. Dak.
Pine Bluff, Ark.
Pinon, NM.
Pioneer, OK.
Plainview, Tex.
Plattsburg, N. Y.
Pocatello, Idaho
Pocket City, Ind. AMENDMENTS 11/29/79 44 F. R. 57084 (Added)
Point Reyes, Calif.
Polo, Ill.
Pomona, Calif.
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.
Razorback, Ark.
Readsville, Mo.
Red Bluff, Calif.
Redmond, Oreg.
Redwood Falls, Minn.
Reno, Nev.
Rewey, Wis.
Rhinelander, Wis.
Roberts, Ill.
Rochester, Minn.
Rochester, N. Y.
Rocket, Ala.
Rockford, Ill.
Rock Springs, Wyo.
Rocky Mount, N. C.
Rome, Oreg.
Rosewood, Ohio
Roswell, N. Mex.
Sacramento, Calif.
Saginaw, Mich.
St. Johns, Ariz.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salisbury, Md.
Salt Flat, Tex.
Salt Lake City, Utah
Samsville, Ill.
San Angelo, Tex.
San Antonio, Tex.
San Luis Obispo, Calif.
San Simon, Ariz.
Santa Barbara, Calif.
Santa Fe, N. Mex.
Sault Ste. Marie, Mich.
Savannah, Ga.
Sayre, Okla.
Schoolcraft, Mich.
SCIPO: INT Syracuse, N. Y., 210° Georgetown, N. Y., 273° radials.
Scottsbluff, Nebr.
Scurry, Tex.
Sea Isle, N. J.
Seal Beach, Calif.
Seattle, Wash.
Selinsgrove, Pa.
Semmes, Ala.
Shelbyville, Ind.
Sheridan, Wyo.
Shreveport, La.
Sidney, Nebr.
Sioux City, Iowa
Sioux Falls, S. Dak.
Snow Hill, Md.
Sod House, Nev.
South Bend, Ind.
South Boston, Va.
Spokane, Wash.
Springfield, Mo.
STACY: INT Glade Spring, Va., 009°, Bluefield, W. Va., 267° radials.
AMENDMENTS 2/22/79 44 F. R. 1087 (Changed)
Stevens Point, Wis.
Stockton, Calif.
Sugarloaf Mountain, N. C.
Sulphur Springs, Tex.
Syracuse, N. Y.
Tallahassee, Fla.
Tar River
Texarkana, Ark.
The Dalles, Oreg.
Thermal, Calif.

Thurman, Colo.
Tidioute, Pa.
Tiverton, Ohio
Tobe, Colo.
Topeka, Kans.
Traverse City, Mich.
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.
Vulcan, Ala.
Waco, Tex.
Walnut Ridge, Ark.
Waterloo, Iowa
Watertown, N. Y.
Watertown, S. Dak.
Waterville, Ohio
Waukon, Iowa
Wausau, Wis.
Waycross, Ga.
White Cloud, Mich.
Whitehall, Mont.
White Lake, La.
Whitesburg, Ky.
Wichita, Kans.
Wichita Falls, Tex.
Wilkes-Barre, Pa.
Williams, Calif.
Williamsport, Pa.
Wilmington, N. C.
Wink, Texas
Winslow, Ariz.
Wiregrass, Ala.
Wolbach, Nebr.
Woodside, Calif.
Woodstown, N. J.
Worthington, Minn.
Yakima, Wash.
Yankton, S. Dak.
York, Ky.
Youngstown, Ohio
Zuni, N. Mex.

§ 71.207 Domestic high altitude reporting points.

The reporting points listed below are designated at all altitudes from 18,000 feet MSL to Flight Level 450, inclusive.

Aberdeen, S. Dak.
Abilene, Tex.
Alamosa, Colo.
Albany, N. Y.
Albuquerque, N. Mex.
Alexandria, La.
Alma, Ga.
Amarillo, Tex.
Appleton, Ohio
Atlanta, Ga.
Augusta, Ga.
Austin, Tex.
Badger, Wis.
Bakersfield, Calif.
Bangor, Maine
Bard, Ariz.
Battle Mountain, Nev.
Beckley, W. Va.
Bellaire, Ohio
Billings, Mont.
Biscayne Bay, Fla.
Blythe, Calif.
Boise, Idaho
Boston, Mass.
Boulder City, Nev.
Bowling Green, Ky.
Bradford, Ill.
Brownsville, Tex.
Bryce Canyon, Utah
Buffalo, N. Y.
Butler, Mo.
Carleton, Mich.
Casanova, Va.
Chardon, Ohio
Charleston, S. C.
Charleston, W. Va.
Cleveland, Ohio
Coaldale, Nev.
Columbia, S. C.
Coyle, N. J
Crazy Woman, Wyo.
Crestview, Fla.
Dallas-Fort Worth, Tex.
DAVES: INT Yarmouth, Nova Scotia, 230°, Bangor, Maine, 152° radials.
Delta, Utah
Denver, Colo.
Des Moines, Iowa
Dickinson, N. Dak.
Dove Creek, Colo.
Dubois, Idaho
Duluth, Minn.
Dunkirk, N. Y.
Dupree, S. Dak.
El Paso, Tex.
Falmouth, Ky.
Fargo, N. Dak.
Farmington, Mo.
Farmington, N. Mex.
Fort Stockton, Tex.
Flat Rock, Va.
Flint, Mich.
Florence, S. C.
Fresno, Calif.
Front Royal, Va.
Garden City, Kans.
Gila Bend, Ariz.
Goodland, Kansas
Gordonsville, Va.
Grand Junction, Colo.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.

AMENDMENTS 11/29/79 44 F. R. 57083 (Added)

Greenwood, Miss.
Hancock, N. Y.
Harrisburg, Pa.
Hector, Calif.
Hill City, Kans.
Hobby, Tex.
Indianapolis, Ind.
Iowa City, Iowa
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Y.
Joliet, Ill.
KANNA: Lat. 26°00'00" N., Long. 96°35'26" W. (INT Hobby, Tex., 198° radial, Houston Oceanic CTA/FIR boundary).
Kansas City, Mo.
Keating, Pa.
Kennedy, N. Y.
Key West, Fla.
Kimberly, Oreg.
Knoxville, Tenn.
Lake Charles, La.
Lakeview, Oreg.
Laredo, Tex.
Las Vegas, N. Mex.
Lewistown, Mont.
Lincoln, Nebr.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lufkin, Tex.
Malad City, Idaho
Mason City, Iowa
Massena, N. Y.
Meeker, Colo.
McCall, Idaho
McComb, Miss.
Medford, Oreg.
Memphis, Tenn.
Meridian, Miss.
Miami, Fla.
Milford, Utah
Millinocket, Maine
Millsap, Tex.
Minneapolis, Minn.
Mission Bay, Calif.
Montgomery, Ala.
Mullan Pass, Idaho
Nantucket, Mass.
Nashville, Tenn.
New Orleans, La.
Nodine, Minn.
Norfolk, Va.
Northbrook, Ill.
Oakland, Calif.
Oklahoma City, Okla.
O'Neill, Nebr.
Orlando, Fla.
Ormond Beach, Fla.
Palmdale, Calif.
Parker, Calif.
Pawnee City, Nebr.
Peach Springs, Ariz.
Peck, Mich.
Pembina, N. Dak.
Pendleton, Oreg.
Philipsburg, Pa.
Phoenix, Ariz.
Plattsburgh, N. Y.
Pocket City, Ind.
Presque Isle, Maine
Pueblo, Colo.
Pulaski, Va.
Pullman, Mich.
Putnam, Conn.
Raleigh-Durham, N. C.
Rapid City, S. Dak.
Razorback, Ark.
Red Bluff, Calif.

AMENDMENTS 11/29/79 44 F. R. 57084 (Added)

Reno, Nev.
Richmond, Va.
Robbinsville, N. J.
Rock Springs, Wyo.
Rome, Oreg.
Roswell, N. Mex.
Rosewood, Ohio
Sacramento, Calif.
St. Louis, Mo.
St. Petersburg, Fla.
Salem, Mich.
Salina, Kans.
Salt Lake City, Utah
San Antonio, Tex.
San Juan, P. R. RBN
San Simon, Ariz.
Sault Ste. Marie, Mich.
Savannah, Ga.
Scottsbluff, Nebr.
Seattle, Wash.
Semmes, Ala.
Shreveport, La.
Sidney, Nebr.
Sioux Falls, S. Dak.
South Bend, Ind.
Sparta, N. J.
Spartanburg, S. C.
Spokane, Wash.
Springfield, Mo.
Stockton, Calif.
Syracuse, N. Y.
Tallahassee, Fla.
Taylor, Fla.
Texarkana, Ark.
Tuba City, Ariz.
Tucson, Ariz.
Tulsa, Okla.
Vero Beach, Fla.
Vulcan, Ala.
Waco, Tex.
Walnut Ridge, Ark.
Westminster, Md.
Whitehall, Mont.
Wichita, Kans.
Wilmington, N. C.
Wilson Creek, Nev.
Wink, Tex.
Wolbach, Nebr.

§ 71.209 Other domestic reporting points.
The reporting points listed below are designated at all altitudes.

ABACO: Lat. 27°00'00" N., Long. 77°34'10" W. (INT of a direct line between Carolina Beach, N. C., RBN and Nassau, Bahamas, RBN, with the 050° bearing from Bimini, Bahamas, RBN.)

ALASK: Lat. 16°49'30" N., Long. 66°32'27" W. (INT Ponce, P. R., 181°, St. Croix, V. I., 243° radials.

ALLBA: Lat. 27°32'05" N., Long. 95°08'52" W. (INT Galveston, Tex., NDB 191°, Corpus Christi, Tex., NDB 097° bearings).

BACUS: Lat. 34°26'41" N., Long. 73°50'36" W. (INT Weeksville, N. C., NDB 133° bearing and New York Oceanic CTA/FIR boundary).

Bimini, Bahamas, RBN.

BOGGY: Lat. 28°15'00" N., Long. 91°27'47" W. (INT New Orleans, La., NDB 208° Galveston, Tex., NDB 110° bearings).

BRIMS: Lat. 28°15'00" N., Long. 91°12'34" W. (INT Grand Isle, La., NDB 227°, Galveston, Tex., NDB 108° bearings).

CARPS: Lat. 30°24'07" N., Long. 77°44'00" W. (INT of a direct line between Carolina Beach, N. C., RBN and Nassau, Bahamas, RBN, with the 090° bearing from Dinsmore, Fla., RBN, and with the Jacksonville, Fla., VORTAC 090° radial.)

CATFI: Lat. 28°15'00" N., Long. 90°57'52" W. (INT Grand Isle, La., NDB 220°, Galveston, Tex., NDB 107° bearings).

COVIA: Lat. 27°56'10" N., Long. 84°44'10" W. (INT Sarasota, Fla., 286°, Tallahassee, Fla., 187° radials).

CRABI: Lat. 28°01'14" N., Long. 84°43'24" W. (INT Wakulla, Fla., NDB, 188°, Egmont Key, Fla., NDB 284° bearings).

CROAK: Lat. 36°57'18" N., Long. 73°00'00" W. (a. INT Weeksville, N. C., NDB 073° bearing and New York Oceanic CTA/FIR boundary. b. INT Norfolk, Va., 088° radial, Sea Isle, N. J., 146° radials. c. Norfolk, Va., 088° radial, 154 NM from Norfolk).

DAKES: Lat. 17°03'00" N., Long. 67°00'00" W. (Ponce, Puerto Rico 206°, St. Croix, V. I., 253° radials).

DOLPH: Lat. 28°15'00" N., Long. 90°01'09" W. (INT Grand Isle, La., NDB 177°, Galveston, Tex., NDB 103° bearings).

Dorado, Puerto Rico, NDB

EARNS: Lat. 28°15'00" N., Long. 93°44'55" W. (INT Galveston, Tex., NDB 140°, Grand Isle, La., NDB 255° bearings).

FLASH: Lat. 28°15'00" N., Long. 89°32'02" W. (INT Grand Isle, La., NDB 153°, Pickens, Fla., RBN 223° bearings).

FLORI: Lat. 16°53'47" N., Long. 65°25'56" W. (San Juan, P. R., NDB 149° and St. Croix, V. I., 220° radials).

GATES: Lat. 34°12'53" N., Long. 123°03'27" W. (INT San Luis Obispo, Calif., 242° radial and Oakland Oceanic

HEMLO: Lat. 43°18'08" N., Long. 126°40'46" W. (INT Newport, Oreg., 237° radial and Oakland Oceanic CTA/FIR boundary).

HERIN: Lat. 42°00'09" N., Long. 67°47'30" W. (INT Nantucket, Mass., 066° radial, Long. 67°47'30" W.).

HOBEE: Lat. 29°13'10" N., Long. 79°09'38" W. (INT of the 192° bearing from Carolina Beach, N. C., RBN and the Orlando, Fla., VORTAC 070° radials).

IDAHO: Lat. 19°11'09" N., Long. 67°35'45" W. (INT Ramey, P. R. 326°, San Juan, P. R., 296° radials).

OHIOS: Lat. 19°53'34" N., Long. 66°46'07" W. (INT Ramey, P. R. 013°, San Juan, P. R., 333° radials).

PERCH: Lat. 33°52'03" N., Long. 119°09'24" W. (INT Los Angeles, Calif., 264°, Ventura, Calif., 200° radials).

Ramey, P. R.

St. Croix, Virgin Islands

San Juan, P. R.

SEDAR: Lat. 45°30'28" N., Long. 126°42'59" W. (INT Hoquiam, Wash., 232° radial and Oakland Oceanic CTA/FIR boundary).

SMELT: Lat. 31°58'38" N., Long. 77°00'00" W. (INT Ashley, S. C. NDB 110° bearing, Long. 77°00'00" W.).

SQUID: Lat. 30°24'40" N., Long. 78°03'42" W. (INT of the 191° bearing from Croaton, N. C., RBN, the 090° bearing from Dinsmore, Fla., RBN, and the Jacksonville, Fla., VORTAC 090° radial.)

TADPO: Lat. 24°00'00" N., Long. 81°13'02" W. (INT Marathon, Fla., NDB 189° bearing, Lat. 24°00'00" N.).

TROUT: Lat. 30°22'35" N., Long. 77°00'00" W. (INT Dinsmore, Fla., NDB 090° bearing, Long. 77°00'00" W.).

UTAHS: Lat. 19°34'40" N., Long. 67°13'42" W. (INT San Juan, P. R., 314°, Ramey, P. R., 354° radials).

VERMO: Lat. 20°04'09" N., Long. 66°15'42" W. (INT Ramey, P. R., 027°, San Juan, P. R., 351° radials).

VIPER: Lat. 28°14'17" N., Long. 88°53'08" W. (INT Grand Isle, La., NDB 132°, Pickens, Fla., NDB 215° radials).

§ 71.211 Alaskan low altitude reporting points.

The reporting points listed below are designated up to but not including 18,000 feet MSL.

Adak, Alaska, NDB
Anchorage, Alaska
Aniak, Alaska, NDB
Annette Island, Alaska
Barrow, Alaska
Barter Island, NDB
Bear Creek, Alaska, NDB
Bethel, Alaska
Bettles, Alaska
Big Delta, Alaska
Big Lake, Alaska
Biorka Island, Alaska
Bishop, NDB
Cape Newenham, Alaska, NDB
CARTS: Lat. 55°41'49" N., Long. 136°34'31" W. (INT Sandspit, British Columbia, Canada, NDB 314°, Sitka, Alaska, NDB 207° bearings).
Chandalar, Alaska, NDB
Chena, Alaska, NDB
CLAMS: Lat. 59°53'27" N., Long. 152°16'23" W. (INT Homer, Alaska, 294°, Kenai, Alaska, 217° radials).
Coghlan Island, Alaska, NDB
Cold Bay, Alaska
Cold Bay LOM
CORVA: Lat. 60°15'32" N., Long. 145°09'28" W. (INT Hinchinbrook, Alaska, NDB 106°, Cordova, Alaska, NDB 151° bearings).
CRACK: Lat. 57°20'51"N., Long. 159°24'09"W. (INT King Salmon, Alaska, LOM 226°, Port Heiden, Alaska, NDB 314° bearings).
Deadhorse, Alaska
Delta Junction, Alaska, NDB
Dillingham, Alaska
Dutch Harbor, Alaska, NDB
Elephant, NDB
Evansville, NDB
Fairbanks, Alaska
Farewell, Alaska, NDB
FLUKE: Lat. 60°05'48" N., Long. 163°57'49" W. (INT Oscarville, Alaska, NDB 237°, Cape Newenham, Alaska, NDB 327° bearings).
Fort Davis, Alaska, NDB
Fort Yukon, Alaska
FRIED: Lat. 54°13'20"N., long. 133°37'51"W. (INT Nichols, Alaska, NDB 235°, Sandspit, British Columbia, Canada, NDB 314° bearings). AMENDMENTS 10/4/79 44 F. R. 46789 (Rewritten)
Galena, Alaska
GARRS: Lat. 58°19'09" N., Long. 161°20'25" W. (INT King Salmon, Alaska, LOM 262°, Cape Newenham, Alaska, NDB 131° bearings).
Glenallen, Alaska, NDB
Gulkana, Alaska
Haines, Alaska, NDB
HAZZY: Lat. 56°19'14" N., Long. 134°17'19" W. (INT Sitka, Alaska, NDB 127° and Petersburg, Alaska, NDB 238° bearings.

HERRY: Lat. 57°50'30" N., Long. 160°20'27" W. (INT King Salmon, Alaska, LOM 246°, Cape Newenham, Alaska, NDB 131° bearings).
Hinchinbrook, Alaska, NDB
Homer, Alaska
Hotham, NDB
Iliamna, Alaska, NDB
Johnstone Point, Alaska
Julius, Alaska, NDB
Kachemak, Alaska, NDB
Kenai, Alaska
King Salmon, Alaska
King Salmon LOM
Kodiak, Alaska
Kotzebue, Alaska
Level Island, Alaska
MARLO: Lat. 57°27'53" N., Long. 150°31'44" W. (INT Kodiak, Alaska, 107° radial and Anchorage CTA/FIR boundary).
McGrath, Alaska
Middleton Island, Alaska
MOCHA: Lat. 54°30'13"N., long. 133°01'40"W. (INT Nichols, Alaska, NDB 236°, Sandspit, British Columbia, Canada, NDB 331° bearings). AMENDMENTS 10/4/79 44 F. R. 46789 (Changed)
Moses Point, Alaska
Nabesna, Alaska, NDB
Nenana, Alaska
Nichols, Alaska, NDB
Nome, Alaska
North River, Alaska, NDB
Northway, Alaska
Norton Bay, Alaska, NDB
Ocean Cape, Alaska, NDB
Oliktok, Alaska, NDB
Oscarville, Alaska, NDB
Petersburg, Alaska, NDB
Peters Creek, NDB
Puntilla Lake, Alaska, NDB
Put River, Alaska, NDB
St. Marys, Alaska, NDB
Shemya, Alaska, NDB
SHRIM: Lat. 56°40'57" N., Long. 138°45'53" W. (INT Wessels, Alaska, NDB 122°, Cape Spencer, Alaska, NDB 218° bearings).
Sisters Island, Alaska
Sitka, Alaska, NDB
SKIIA: Lat. 60°29'31" N., Long. 150°38'18" W. (INT Anchorage, Alaska, 198°, Homer, Alaska, 027° radials).
Skwentna, Alaska, NDB
SNOUT: Lat. 57°53'28" N., Long. 141°45'13" W. (INT Wessels, Alaska, NDB 122°, Ocean Cape, Alaska, NDB 213° bearings).
SOLID: Lat. 58°41'13" N., Long. 148°14'03" W. (INT Kachemak, Alaska, NDB 118° bearing and Anchorage CTA/FIR boundary).
Starrevohn, Alaska, NDB
Summit, Alaska, NDB
Takotna River, Alaska, NDB
Tanana, Alaska
TUCKS: Lat. 60°13'43" N., Long. 152°28'08" W. (INT Kenai, Alaska, 239°, Homer, Alaska, 316° radials).
Umiat NDB
Unalakleet, Alaska
Wessels, Alaska, NDB
WIDTH: Lat. 57°20'35"N., Long. 155°59'16"W. (INT King Salmon, Alaska, LOM 163°, Port Heiden, Alaska, NDB 074° bearings).
Wildwood, Alaska, NDB
Woody Island, Alaska, NDB
Yakutat, Alaska
Yukon River, NDB
ZANDA: Lat. 56°09'10" N., Long. 134°44'52" W. (INT Sitka, Alaska, NDB 148° and Petersburg, Alaska, NDB 238° bearings.

§ 71.213 Alaskan high altitude reporting points.
The reporting points listed below are designated at 18,000 feet MSL to Flight Level 450.

Adak, Alaska, NDB
Anchorage, Alaska
Annette Island, Alaska
Barrow, Alaska
Barter Island, NDB
Bethel, Alaska
Bettles, Alaska
Big Delta
Big Lake, Alaska
Biorka Island, Alaska
Browerville, Alaska, NDB
Cape Newenham, Alaska, NDB
CARTS: Lat. 55°41'49" N., Long. 136°34'31" W. (INT Sandspit, British Columbia, Canada, NDB 314° bearing, Biorka Island, Alaska, 207° radial).
Cold Bay, Alaska
Deadhorse, Alaska
Dillingham, Alaska
Dutch Harbor, Alaska, NDB
Fairbanks, Alaska
FLUKE: Lat. 60°05'48" N., Long. 163°57'49" W. (INT Oscarville, Alaska, NDB 237°, Cape Newenham, Alaska, NDB 327° bearings).
FRIED: Lat. 54°13'20"N., long. 133°37'51"W. (INT Nichols, Alaska, NDB 235°, Sandspit, British Columbia, Canada, NDB 314° bearings). AMENDMENTS 10/4/79 44 F. R. 46789 (Rewritten)
Fort Yukon, Alaska
Galena, Alaska
GARRS: Lat. 58°19'09" N., Long. 161°20'25" W. (INT King Salmon, Alaska, LOM 262°, Cape Newenham, Alaska, NDB 131° bearings).
Gulkana, Alaska.
HERRY: Lat. 57°50'30" N., Long. 160°20'27" W. (INT King Salmon, Alaska, LOM 246°, Cape Newenham, Alaska, NDB 131° bearings).
JIMMY: Lat. 57°19'59"N., Long. 159°22'27"W. (INT King Salmon, Alaska, 226° radial, Port Heiden, Alaska, NDB 314° bearing).
Johnstone Point, Alaska
KILIA: Lat. 58°44'58" N., Long. 140°35'39" W. (INT Yakutat, Alaska, 213° radial, Hinchinbrook, Alaska, NDB 118° bearing).
King Salmon, Alaska.
Kodiak, Alaska
Kotzebue, Alaska
MARLO: Lat. 57°27'53" N., Long. 150°31'44" W. (INT Kodiak, Alaska, 107° radial and Anchorage CTA/FIR boundary).
McGrath, Alaska
Middleton Island, Alaska
MOCHA: Lat. 54°30'13"N., long. 133°01'40"W. (INT Annette Island, Alaska, 237°, Sandspit, British Columbia, Canada, 331° radials).
Nenana, Alaska
Nome, Alaska
Northway, Alaska
Ocean Cape, Alaska, NDB
Prudhoe Bay, Alaska, NDB
Put River, Alaska, NDB
Saint Paul, Alaska, NDB
Sisters Island, Alaska
SNOUT: Lat. 57°53'28" N., Long. 141°45'13" W. (a. INT Wessels, Alaska, NDB 122° bearing, Yakutat, Alaska, 215° radial. b. INT Middleton Island, Alaska, 121°, Yakutat, Alaska, 215° radials. c. INT Middleton Island, Alaska, 121° radial, 171 NM from Middleton Island).
Unalakleet, Alaska
Yakutat, Alaska.

§ 71.215 Hawaiian reporting points.
The reporting points listed below are designated at all altitudes.

BATES: Lat. 20°00'42" N., Long. 153°33'16" W. (Hilo, Hawaii, 078° radial, Honolulu CTA/FIR boundary).

BROMS: Lat. 21°19'11" N., Long. 158°31'06" W. (INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 130° radials).

CODDY: Lat. 21°26'16" N., Long. 155°08'30" W. (INT Hilo, Hawaii, 356° radial and Honolulu CTA/FIR boundary).

CUTLE: Lat. 20°04'48" N., Long. 153°37'46" W. (INT Upolu Point, Hawaii, 093° radial and Honolulu CTA/FIR boundary).

DOGGY: Lat. 21°55'23"N., Long. 161°19'31"W. (INT South Kauai, Hawaii, 271° radial and Honolulu CTA/FIR boundary).

EELIC: Lat. 19°27'35" N., Long. 153°18'21" W. (INT Hilo, Hawaii, 099° radial and Honolulu CTA/FIR boundary).

FISHE: Lat. 21°46'50" N., Long. 155°32'18" W. (INT Molokai, Hawaii, 067°, Upolu Point, Hawaii, 010° radials).

Hilo, Hawaii

Honolulu, Hawaii

Lanai, Hawaii

Lihue, Hawaii

LULUS: Lat. 19°43'21" N., Long. 158°00'10" W. (INT Honolulu, Hawaii, 179°, Lanai, Hawaii, 223° radials).

MAKAI: Lat. 21°01'34" N., Long. 158°01'36" W. (INT Honolulu, Hawaii, 179°, Molokai, Hawaii, 262° radials).

Maui, Hawaii

Molokai, Hawaii

PALMS: Lat. 21°05'15" N., Long. 157°34'28" W. (INT Honolulu, Hawaii, 119° and Molokai, Hawaii, 262° radials).

PARIS: Lat. 20°10'18" N., long. 155°13'29" W. (INT Hilo, Hawaii, 336°, Upolu Point, Hawaii, 093° radials).

POTEN: Lat. 20°47'03" N., Long. 159°28'01" W. (INT Koko Head, Hawaii, 254°, Lihue, Hawaii, 186° radials).

SHARK: Lat. 22°31'06" N., Long. 156°05'33" W. (INT Koko Head, Hawaii, 050°, Upolu Point, Hawaii, 355° radials).

SILLS: Lat. 21°17'49" N., Long. 159°31'53" W. (INT Honolulu, Hawaii, 269°, Lihue, Hawaii, 195° radials).

South Kauai, Hawaii

TOADS: Lat. 22°46'14" N., Long. 156°41'53" W. (INT Molokai, Hawaii, 015° radial and Honolulu CTA/FIR boundary).

Upolu, Hawaii

VANDA: Lat. 22°24'00" N., Long. 161°15'00" W. (INT South Kauai, Hawaii, 288° radial, Long. 161°15'00" W.).

SUBPART J - AREA LOW ROUTES

§71.301 Designation.
The parts of airspace described below are designated as area low routes.

SUBPART K - TERMINAL CONTROL AREAS

§71.401 Designation.
The parts of the airspace described below are designated as terminal control areas. The primary airport or airports for each terminal control area are also designated. Except as otherwise specified, all mileages are nautical miles.

(a) Group I, Terminal Control Areas:

Atlanta, Ga., Terminal Control Area

Primary Airport
The William B. Hartsfield Atlanta International Airport (lat. 33°38'31"N., long. 84°25'34"W.)

Boundaries.

Area A. That airspace extending upward from the surface to and including 12,500 feet MSL, bounded on the east and west by a 7-mile radius of the Atlanta VORTAC, on the south by a line 4 miles south of and parallel to the Runway 09R/27L localizer courses, and on the north by a line 4 miles north of and parallel to the Runway 08/26 localizer courses; excluding the Charlie Brown County Airport Control Zone.

Area B. That airspace extending upward from 2,100 feet MSL to and including 12,500 feet MSL east of Atlanta Hartsfield Airport between the 7- and 9-nautical-mile radius of Atlanta VORTAC, bounded on the south by the Atlanta VORTAC 090° radial and on the north by a line 4 miles north of and parallel to the Runway 08/26 localizer courses.

Area C. That airspace extending upward from 2,500 feet MSL to and including 12,500 feet MSL, bounded on the east and west by a 12-mile radius of the Atlanta VORTAC, on the south by a line 4 miles south of and parallel to the Runway 09R/27L localizer courses, and on the north by a line 4 miles north of and parallel to the Runway 08/26 localizer courses; excluding the Charlie Brown County Airport Control Zone and that airspace contained in Areas A and B.

Area D. That airspace extending upward from 3,500 feet MSL to and including 12,500 feet MSL, bounded on the east and west by a 20-mile radius of the Atlanta VORTAC, on the south by a line 8 miles south of and parallel to the Runway 09R/27L localizer courses, and on the north by a line 8 miles north of and parallel to the Runway 08/26 localizer courses; excluding that airspace contained in Areas A, B, and C.

Area E. That airspace extending upward from 4,000 feet MSL to and including 12,500 feet MSL south of the Atlanta VORTAC 090° and 270° radials, bounded on the east and west by a 25-mile radius of the Atlanta VORTAC, on the south by a line 12 miles south of and parallel to the Runway 09R/27L localizer courses; excluding that airspace from the Atlanta VORTAC 138° radial clockwise to the Atlanta VORTAC 218° radial and within Areas A, C, and D.

Area F. That airspace extending upward from 5,000 feet MSL to and including 12,500 feet MSL, bounded on the east and west by a 25-mile radius of the Atlanta VORTAC, clockwise between a line 12 miles south of and parallel to the Runway 09R/27L localizer courses and the Atlanta VORTAC 138° radial, and clockwise between the Atlanta VORTAC 218° radial and a line 12 miles south of and parallel to the Runway 09R/27L localizer courses; excluding that airspace contained in Areas A, C, D, and E.

Area G. That airspace extending upward from 6,000 feet MSL to and including 12,500 feet MSL within a 25-mile radius of the Atlanta VORTAC north of the Atlanta VORTAC 090° and Atlanta 270° radials, and south of Atlanta VORTAC in an area bounded on the north by a line 8 miles south of and parallel to the Runway 09R/27L localizer courses, on the east by the Atlanta VORTAC 138° radial, on the south by a line 12 miles south of and parallel to the Runway 09R/27L localizer courses, and on the west by the Atlanta VORTAC 218° radial; excluding that airspace clockwise between the Atlanta VORTAC 323° and 031° radials north of a line 12 miles north of and parallel to the Runway 08/26 localizer courses, and that airspace contained in Areas A, B, C, and D.

Area H. That airspace extending upward from 8,000 feet MSL to and including 12,500 feet MSL within a 29-mile radius of the Atlanta VORTAC, and within a 35-mile radius of the Atlanta VORTAC clockwise between the Atlanta VORTAC 118° radial and Atlanta 138° radial and clockwise between the Atlanta VORTAC 218° radial and Atlanta 238° radial; excluding that airspace contained within Areas A, B, C, D, E, F, and G.

Area I. That airspace extending upward from 10,000 feet MSL to and including 12,500 feet MSL within a 35-mile radius of the Atlanta VORTAC, and within a 42-mile radius clockwise between the Atlanta VORTAC 118° radial and Atlanta 138° radial and clockwise between the Atlanta VORTAC 218° radial and Atlanta 238° radial; excluding that airspace contained within Areas A, B, C, D, E, F, G, and H.

AMENDMENTS 10/4/79 44 F. R. 51553 (Rewritten)

Group I, Terminal Control Areas:

Boston, Mass., Terminal Control Area
Primary Airport
Logan International Airport (lat. 42°21'47" N., long. 71°00'19" W.); Boston VORTAC (lat. 42°21'28" N., long. 70°59'38" W.).

Boundaries
Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within an 8-mile radius of the Boston VORTAC.

Area B. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL within a 10.5-mile radius of the Boston VORTAC, excluding Area A.

Area C. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of the Boston VORTAC, excluding Areas A and B previously described and that airspace within and underlying Area D described hereinafter.

Area D. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 15- and 20-mile radii of the Boston VORTAC extending from the Boston VORTAC 230° radial clockwise to the Boston VORTAC 005° radial.

Chicago, Ill., Terminal Control Area

Primary Airport
Chicago O'Hare International Airport (lat. 41°58'57"N., long. 87°54'25"W.)
Chicago O'Hare VORTAC (lat. 41°59'16"N., long. 87°54'17"W.)

Boundaries.

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within 5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC from the 347° radial clockwise to the 070° radial then within the 6.5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC from the 070° radial clockwise to the 242° radial thence via a direct line to intercept the 6.5 DME (NM) on the 295° radial, then clockwise via the 6.5 DME (NM) radius to the 347° radial, thence via the 347° radial to the point of origin.

Area B. That airspace extending upward from 1,900 feet MSL to and including 7,000 feet MSL within 10.5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, excluding Area A previously described and that area bounded on the southeast by a line 2 nautical miles northwest and parallel to the extended centerline of Runway 22R, on the south by the Chicago O'Hare (ORD) VORTAC 5 DME (NM) radius, and southwest by the southwest boundary of Glenview, Ill., control zone, on the north by a 10.5 DME (NM) radius of the Chicago O'Hare (ORD) VORTAC, and excluding Area E described hereinafter.

Area C. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within 15 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, excluding Areas A and B, previously described, Area E, described hereinafter.

Area D. That airspace extended upward from 3,600 feet MSL to and including 7,000 feet MSL within 25 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, excluding Areas A, B, and C, previously described, Area E described hereinafter, and excluding the area between the 20 and 25 DME (NM) radii of Chicago O'Hare (ORD) VORTAC from a line 7 nautical miles southwest of and parallel to the extended centerline of Runway 32L, clockwise to a line 7 nautical miles southeast of and parallel to the extended centerline of Runway 4R, and excluding the area between the 20 and 25 DME (NM) radii of Chicago O'Hare (ORD) VORTAC from a line 7 nautical miles northwest of and parallel to the extended centerline of Runway 4L clockwise to a line extending from a point on the 20 DME (NM) radius of Chicago O'Hare (ORD) VORTAC 7 nautical miles southwest of the extended centerline of Runway 14R and a point on the 25 DME (NM) radius of Chicago O'Hare (ORD) VORTAC 6 nautical miles southwest of the extended centerline of Runway 14R.

Area E. That airspace northeast of Chicago extending upward from 2,500 feet MSL to and including 7,000 feet MSL bounded on the northeast by the 10.5 DME (NM) radius of Chicago O'Hare (ORD) VORTAC, on the south by the extended centerline of Runway 9/27 at NAS Glenview and on the northwest of and parallel to the extended centerline of Runway 22R at Chicago O'Hare International Airport.

Group I, Terminal Control Areas:

Dallas-Fort Worth, Tex., Terminal Control Area

Primary Airport
Dallas-Fort Worth Airport (lat. 32°53'53" N., long. 97°02'24" W.).

Boundaries.

Area A. That airspace extending from the surface to and including 8,000 feet m.s.l. beginning at latitude 33°00'30" N., longitude 96°59'30" W., thence counterclockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to latitude 32°58'30" N., longitude 97°08'45" W., to latitude 32°55'30" N., longitude 97°05'30" W., to latitude 32°47'30" N., longitude 97°05'30" W., thence counterclockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to latitude 32°51'45" N., longitude 96°54'30" W., to latitude 32°56'00" N., longitude 96° 59'30" W., to point of beginning.

Area B. That airspace extending from 2,000 feet m.s.l. to and including 8,000 feet m.s.l., beginning at latitude 33°00'30" N., longitude 96°59'30" W., to latitude 33°02'45" N., longitude 96°59'30" W., thence counterclockwise along a 9-nmi arc of the Dallas-Fort Worth Airport to latitude 33°00'00" N., longitude 97° 10'15" W., to latitude 32°58'30" N., longitude 97°08'45" W., thence clockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to the point of beginning; and that airspace beginning at latitude 32°51'45" N., longitude 96°54'30" W., to latitude 32°50'10" N., longitude 96°52'30" W., thence clockwise along a 9-nmi arc of the Dallas-Fort Worth Airport to latitude 32°45'15" N., longitude 97°05'30" W., to latitude 32°47'30" N., longitude 97°05'30" W., thence counterclockwise along a 7-nmi arc of the Dallas-Fort Worth Airport to the point of beginning.

Area C. That airspace extending from 3,000 feet MSL to and including 8,000 feet MSL beginning at lat. 32° 51'45"N., long. 96°54'30"W.; to lat. 33°07'15"N., long. 96°54'30"W.; thence counterclockwise along a 15 NM arc of the Dallas-Fort Worth Airport to lat. 33°08'44"N., long. 97°01'47"W.; to lat. 33°11'43"N., long. 97° 01'47"W.; to lat. 33°11'30"N., long. 97°11'30"W.; to lat. 32°35'20"N., long. 97°11'30"W.; thence counterclockwise along the 20 NM arc to lat. 32°33'56"N., long. 97°01'47"W.; to lat. 32°38'57"N., long. 97°01'47"W.; thence counterclockwise along the 15 NM arc to lat. 32°45'45"N., long. 96°47'30"W.; thence to the point of beginning, excluding Areas A and B.

Area D. That airspace extending from 4,000 feet MSL to and including 8,000 feet MSL beginning at lat. 32° 45'45"N., long. 96°47'30"W.; thence clockwise along a 15 NM arc of the Dallas-Fort Worth Airport to lat. 32° 38'57"N., long. 97°01'47"W.; to lat. 32°33'56"N., long. 97°01'47"W.; thence counterclockwise along a 20 NM arc of the Dallas-Fort Worth Airport to lat. 32°42'00"N., long. 96°43'10"W.; to the point of beginning; and that airspace beginning at lat. 33°07'15"N., long. 96°54'30"W.; to lat. 33°12'00"N., long. 96°54'30"W.; to lat. 33°11'43"N., long. 97°01'47"W.; to lat. 33°08'44"N., long. 97°01'47"W.; thence clockwise along the 15 NM arc of the Dallas-Fort Worth Airport to the point of beginning.

Area E. That airspace extending from 5,000 feet m.s.l. to and including 8,000 feet m.s.l., beginning at latitude 33°12'00" N., longitude 96°52'10" W., thence clockwise via a 20-nmi arc of the Dallas-Fort Worth Airport to latitude 33°11'20" N., longitude 97°14'15" W., thence direct to point of beginning, excluding Areas A, B, C, and D.

Los Angeles, Calif., Terminal Control Area

Primary Airport
Los Angeles International Airport (lat. 33°56'25" N., long. 118°24'10" W.)

Boundaries
That airspace up to and including 7,000 feet MSL.

Area A. That airspace extending upward from the surface to 2,500 feet MSL and from 5,000 feet MSL to and including 7,000 feet MSL bounded on the north by Bolona Creek, on the east by the San Diego Freeway, on the south by Imperial Boulevard, and on the west by the Pacific Ocean shoreline.

Area B. That airspace extending upward from the surface to and including 7,000 feet MSL east of Los Angeles Airport bounded on the east by the Los Angeles, Calif., VORTAC 10-mile radius arc, on the south by the Los Angeles VORTAC 091° radial, on the west by the San Diego Freeway and on the north by the Los Angeles VORTAC 061° radial; and that airspace west of Los Angeles Airport bounded on the east by the Pacific Ocean shoreline, on the southeast by the Los Angeles VORTAC 207° radial, on the west by the Los Angeles VORTAC 11-mile radius arc, and on the north by the Santa Monica VOR 270° radial and the Ventura, Calif., VORTAC 107° radial.

Area C. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL east of Los Angeles between the 10- and 15-mile radii of the Los Angeles VORTAC bounded on the north by the Los Angeles VORTAC 061° radial and on the south by the Santa Monica VOR 112° radial; and that airspace west of Los Angeles bounded on the east by the Los Angeles VORTAC 11-mile radius arc and the Los Angeles VORTAC 207° radial, and the south by the Seal Beach, Calif., VORTAC 266° radial, on the west by the Los Angeles VORTAC 20-mile radius arc, and on the north by the Santa Monica VOR 270° radial.

Los Angeles TCA continued on next page.

Group I, Terminal Control Areas:

Area D. That airspace extending upward from 2,500 feet MSL to and including 7,000 feet MSL east and northeast of Los Angeles Airport bounded by a line beginning at the intersection of the Los Angeles VORTAC 061° radial and the San Diego Freeway, thence northwest along the San Diego Freeway to and northeast along the Los Angeles VORTAC 024° and the Santa Monica VOR 057° radials to and east along the Ontario, Calif., VORTAC 288° and the Pomona VORTAC 266° radials to and south along the Los Angeles VORTAC 20-mile radius arc to and west along the Ontario VORTAC 268° radial to and north along the Los Angeles VORTAC 15-mile radius arc to and southwest along the Los Angeles VORTAC 061° radial to the point of beginning.

Area E. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL east of Los Angeles bounded on the east by the Los Angeles VORTAC 25-mile radius arc, on the south by the Ontario VORTAC 268° radial, on the west by the Los Angeles VORTAC 20-mile radius arc, and on the north by the Pomona VORTAC 266° radial; that airspace bounded on the east by the Los Angeles VORTAC 180° radial, on the south by the Seal Beach VORTAC 266° radial, and on the northwest by the Los Angeles VORTAC 207° radial; and that airspace northwest of Los Angeles bounded on the northeast by the Los Angeles VORTAC 320° radial, on the south by the Santa Monica VOR 270° radial and the Ventura VORTAC 107° radial, on the west by the Los Angeles VORTAC 20-mile radius arc, and on the north by the Ventura VORTAC 090° radial.

Area F. That airspace extending upward from 5,000 feet MSL to and including 7,000 feet MSL north of Los Angeles bounded by a line beginning at the intersection of the Ventura VORTAC 090° radial and the Santa Monica VOR 057° radial, thence southwest along the Santa Monica VOR 057° radial to the Los Angeles VORTAC 024° radial, thence southwest along the Los Angeles VORTAC 024° radial to Bolona Creek, thence southwest along Bolona Creek to the Pacific Ocean shoreline, thence northwest along the Los Angeles VORTAC 320° radial to the Ventura 090° radial, thence east along the Ventura 090° radial to the point of beginning; and that airspace southeast of Los Angeles bounded on the southeast by the Los Angeles VORTAC 12-mile radius arc, on the south by the Seal Beach VORTAC 266° radial, on the west by the Los Angeles VORTAC 180° radial and on the north by Areas A, B, and C.

Area G. That airspace extending upward from 6,000 feet MSL to and including 7,000 feet MSL southeast of Los Angeles bounded on the southeast by the Los Angeles VORTAC 25-mile radius arc, on the southwest by the Seal Beach VORTAC 330°/150° radials, and on the north by the Ontario 268° radial.

Miami, Fla., Terminal Control Area

Primary Airport
Miami International Airport (Lat. 25°47'34" N., Long. 80°17'10" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 6-mile radius of the Miami International Airport, excluding that airspace that is both northeast of the Miami VORTAC (lat. 25°57'47" N., long. 80°27'39" W.) 130° radial and north of lat. 25°52'02" N., (northwest 103rd Street/49th Street in the City of Hileah), and within and underlying Area F described hereinafter.

Area B. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within a 10-mile radius of Miami International Airport, excluding that airspace that is both northeast of the Miami VORTAC 130° radial and north of lat. 25°52'02" N., that airspace south of the Biscayne Bay VORTAC (lat. 25°40'17" N., long. 80°10'40" W.) 090° and 270° radials, Area A previously described, and within and underlying Areas C and F described hereinafter.

Area C. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL within an area bounded on the northeast by a 5-statute mile radius arc of the New Tamiami Airport (lat. 25°38'51" N., long. 80° 25'59" W.), on the south by the Biscayne Bay VORTAC 270° radial, and on the southwest by a 10-mile radius arc of the Miami International Airport.

Area D. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of Miami International Airport, excluding that airspace beyond a 15-mile radius of Miami International Airport extending clockwise from the Miami VORTAC 270° radial to the Miami VORTAC 090° radial, and extending clockwise from the Miami VORTAC 150° radial to the Biscayne Bay VORTAC 270° radial, Areas A, B, and C previously described, and within and underlying Areas F and G described hereinafter.

Area E. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 15-mile and 20-mile radii of the Miami International Airport extending clockwise from the Miami VORTAC 270° radial to the Biscayne Bay VORTAC 331° radial.

Area F. That airspace extending upward from but not including 1,000 feet MSL to and including 7,000 feet MSL bounded on the east by a 6-mile radius arc of the Miami International Airport, and on the west by the west shoreline of Biscayne Bay.

Area G. That airspace extending upward from 5,000 feet MSL to and including 7,000 feet MSL south of the Biscayne Bay VORTAC 270° radial, north and east of the 15-mile radius arc of the Miami International Airport and west of U. S. Route 1.

Group I, Terminal Control Areas:

New York, N. Y., Terminal Control Area

Primary Airports
John F. Kennedy International Airport (lat. 40°38'25" N., long. 73°46'41" W.).
La Guardia Airport (lat. 40°46'36" N., long. 73°52'24" W.).
Newark International Airport (lat. 40°41'40" N., long. 74°10'02" W.).

Boundaries
That airspace up to and including 7,000 feet MSL.

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within an 8-mile radius circle of Kennedy (JFK) VORTAC; within a 4-mile radius circle centered at Lat. 40°41'30" N., Long. 74° 10'00" W.; and within a 6-mile radius circle of La Guardia (LGA) VOR; excluding the airspace within and below Areas B, D and J hereinafter described and excluding that airspace east of La Guardia Airport bounded by a line beginning at the point of intersection of the LGA VOR 071° radial and the 6-mile arc of the LGA VOR, thence clockwise along the LGA VOR 6-mile arc to the LGA 093° radial, thence westerly to the intersection of the Clearview Expressway with a line extending from the LaGuardia 093° radial 6-mile DME fix to the southern edge of Bowne Park; thence to the southern edge of Leavitts Park; thence direct to the JFK VORTAC 340° radial 9-mile DME fix; direct to the JFK VORTAC 341° radial 10-mile DME fix; thence direct to the point of beginning.

Area B. That airspace extending upward from above 500 feet MSL to and including 7,000 feet MSL within an 8-mile radius circle of JFK VORTAC south of a line beginning at the intersection of the JFK VORTAC 237° radial and the Atlantic Ocean shoreline, thence easterly along the shoreline to its intersection with the JFK VORTAC 125° radial 5-mile DME fix, thence northerly along the 5-mile DME arc to and easterly along the JFK VORTAC 094° radial to the 8-mile radius circle of JFK VORTAC; that airspace within a 6-mile radius circle of LGA VOR bounded by a line beginning at the intersection of the 6-mile radius circle and the LGA VOR 039° radial, thence southwesterly along the LGA VOR 039° radial to and southerly along the Bronx shoreline to the north stanchion of the Throggs Neck Bridge, thence direct to the intersection of the LGA VOR 071° radial and the 6-mile radius circle of LGA VOR, thence counterclockwise along the 6-mile radius circle to the point of beginning; and that airspace between the 4-mile and the 6.5-mile radii of a circle centered at Lat. 40°41'30" N., Long. 74°10'00" W.; excluding that airspace within and below Areas C, D and J hereinafter described.

Area C. That airspace extending upward from above 800 feet MSL to and including 7,000 feet MSL within a 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., and bounded by a line beginning at the point where the 6.5-mile radius circle intersects U. S. Highway No. 1, thence northeast along U. S. Highway No. 1 to its point of intersection with a 4-mile radius circle centered at Lat. 40°41'30: N., Long. 74°10'00" W., at the Esso Research Center, thence direct to the public service powerplant, thence direct to the Staten Island Expressway at its point of intersection with the 4-mile radius circle, thence east via the Staten Island Expressway to Richmond Avenue, thence south along Richmond Avenue to the 6.5-mile radius circle, thence clockwise along the 6.5-mile radius circle to the point of beginning.

Area D. That airspace extending upward from above 1,100 feet MSL to and including 7,000 feet MSL within the 6-mile radius circle of LGA VOR west of the east bank of the Hudson River; that airspace between the east and west banks of the East River southwest of the north end of Roosevelt Island; and that airspace within the 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., east of the Colts Neck VORTAC 012° radial.

Area E. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within the area bounded by a line beginning at the intersection of the 20-mile radius circle of JFK VORTAC and the JFK VORTAC 203° radial, thence counterclockwise along the 20-mile arc to its intersection with the Long Island shoreline, thence southwest along the Long Island shoreline to and counterclockwise along the 13-mile radius circle of JFK VORTAC to and counterclockwise along the 11-mile radius circle of LGA VOR to the LGA VOR 351° radial, thence direct to the LGA VOR 283° radial at the LGA VOR 17-mile DME fix, thence counterclockwise along a 10-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., to its intersection with the Colts Neck VORTAC 005° radial, thence direct to the intersection of the Colts Neck VORTAC 034° radial and the New Jersey shoreline at Sandy Hook, thence south along the New Jersey shoreline to the point of beginning; and that airspace within 2 miles each side of the Newark ILS Runway 4L localizer course, extending from the CHESA outer marker to 6 miles southwest of the outer marker, excluding that airspace within and below Areas A, B, C, and D previously described; and excluding the airspace within and below Areas F and J hereinafter described.

Area F. That airspace extending upward from 1,800 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the intersection of the LGA VOR 337° radial and the Erie Lackawanna Railroad tracks, thence south along the railroad tracks to the east branch of the Hackensack River, thence south and west along the river to the LGA VOR 299° radial, thence direct to the intersection of the six-mile radius circle of LGA VOR and the LGA VOR 264° radial, thence south along the west bank of the Hudson River to its intersection with, then counterclockwise along the 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., to and southwest along the New Jersey Highway Route No. 22 to and clockwise along a 10-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., to LGA VOR 283° radial, thence direct to the point of beginning.

Area G. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., within a 20-mile radius circle of JFK VORTAC; and within a 20-mile radius circle of LGA VOR, excluding the airspace within and below Areas A, B, C, D, E, and F previously described and excluding the airspace within and below Areas H and J hereinafter described.
New York TCA continued on next page.

Group I, Terminal Control Areas:

Area H. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 13- and 20-mile radii circles of JFK VORTAC bounded on the north by the JFK VORTAC 050° radial and on the south by the Long Island shoreline, excluding that airspace north of Hempstead Turnpike and west of the Seaford-Oyster Bay Expressway.

Area J. That airspace extending upward from above 1,200 feet MSL to and including 7,000 feet MSL within a 6.5-mile radius circle centered at Lat. 40°41'30" N., Long. 74°10'00" W., and bounded by a line beginning at the intersection of the 6.5-mile radius circle and the tracks of the Central Railroad of New Jersey, thence eastward along the railroad tracks to their point of intersection with the 4-mile radius circle centered at Lat. 40°41' 30" N., Long. 74°10'00" W., thence counterclockwise along the 4-mile radius circle to U. S. Highway No. 1 thence southwest along U. S. Highway No. 1 to the 6.5-mile radius circle, thence clockwise along the 6.5-mile radius circle to the point of beginning; and that airspace beginning at the north stanchion of the Throggs Neck Bridge, thence westerly to the Kennedy VORTAC 341° radial 10-mile DME fix, thence southerly to the Kennedy VORTAC 340° radial 9-mile DME fix, thence direct to the southern edge of Leavitts Park, thence direct to the south edge of Bowne Park, thence easterly to the intersection of the Clearview Expressway with a line extending from the south edge of Bowne Park to the LaGuardia 093° radial 6-mile DME fix; thence northerly along the Clearview Expressway to the north stanchion of the Throgs Neck Bridge.

San Francisco, Calif., Terminal Control Area
Primary Airport

San Francisco International Airport (latitude 37°37'07" N., longitude 122°22'35" W.), San Francisco LVOR/DME (latitude 37°37'10" N., longitude 122°22'22" W.).
Boundaries

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 7-mile radius of the San Francisco (SFO) VOR extending clockwise from the SFO VOR 247° radial to the SFO VOR 127° radial and within a 5-mile radius of the SFO VOR extending clockwise from the SFO VOR 127° radial to the SFO VOR 247° radial, excluding that airspace within a 3-mile radius of the Oakland VORTAC and excluding that airspace west of the Pacific coast shoreline.
Area B. That airspace extending upward from 1,500 feet MSL to and including 8,000 feet MSL bounded on the northwest by a 5-mile radius arc of the SFO VOR, on the southeast by a 10-mile radius arc of the SFO VOR, on the northeast by the SFO VOR 107° radial, and on the southwest by the SFO VOR 137° radial, excluding that airspace within Area A.

Area C. That airspace extending upward from 2,500 feet MSL to and including 8,000 feet MSL bounded on the northwest by a 10-mile radius arc of the SFO VOR, on the southeast by a 15-mile radius arc of the SFO VOR, on the northeast by the SFO VOR 107° radial, and on the southwest by the SFO VOR 137° radial.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the 5-mile DME point on the SFO VOR 137° radial thence southeast along the 137° radial to and counterclockwise along a 15-mile DME arc of the SFO VOR to and east along the SFO VOR 107° radial to and clockwise along the 20-mile radius DME arc of the SFO VOR to and northwest along the SFO VOR 167° radial to and counterclockwise along the 5-mile radius DME arc of the SFO VOR to the point of beginning.

Area E. That airspace extending upward from 6,000 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the 5-mile DME point on the SFO VOR 167° radial thence southeast along the 167° radial to and counterclockwise along the 20-mile DME arc of the SFO VOR to and east along the SFO VOR 107° radial to and clockwise along the 25-mile DME arc of the SFO VOR to and northwest along the Point Reyes VORTAC 161° radial to and northeast along the SFO VOR 217° radial to and counterclockwise along the 5-mile DME arc of the SFO VOR to the point of beginning.

Area F. That airspace extending upward from 2,100 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the 10-mile DME point on the SFO VOR 247° radial thence clockwise along the 10-mile DME arc to and west along the SFO VOR 107° radial to and counterclockwise along the 7-mile DME arc of the SFO VOR to and clockwise along the 3-mile DME arc of the Oakland VORTAC to and counterclockwise along the 7-mile DME arc of the SFO VOR to and southwest along the SFO VOR 247° radial to the point of beginning.

Area G. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL between the 10- and 15-mile radii of the SFO VOR from the SFO VOR 247° radial clockwise to the SFO VOR 107° radial, excluding the airspace southwest of the Point Reyes VORTAC 161° radial.

Area H. That airspace extending upward from 4,500 feet MSL to and including 8,000 feet MSL bounded by a line beginning at the intersection of the Sausalito VORTAC 052° radial and the Oakland VORTAC 305° radial thence northeast along the Sausalito VORTAC 052° radial to and clockwise along the 20-mile DME arc of the SFO VOR to and southwest along the SFO VOR 072° radial to and counterclockwise along the 15-mile DME arc of the SFO VOR to and northwest along the Oakland VORTAC 305° radial to the point of beginning.
San Francisco TCA continued on next page.

Group I, Terminal Control Areas:

Area I. That airspace extending upward from 6,000 feet MSL to and including 8,000 feet MSL between the 20- and 25-mile radii of the SFO VOR from the Sausalito VORTAC 052° radial clockwise to the SFO VOR 072° radial, excluding the airspace north of latitude 38°00'00" N.

Area J. That airspace extending upward from 5,000 feet MSL to and including 8,000 feet MSL bounded on the northeast by a 5-mile radius arc of the SFO VOR, on the southeast by the SFO VOR 217° radial, on the southwest by the Point Reyes VORTAC 161° radial, and on the northwest by the SFO VOR 247° radial.

Area K. That airspace extending upward from 1,500 feet MSL to and including 8,000 feet MSL bounded on the west by a 7-mile radius arc of the SFO VOR and on the east by the Pacific coast shoreline.

Washington, D. C. Terminal Control Area
Primary Airports
1. Washington National Airport (lat. 38°51'05" N., long. 77°02'20" W.).
2. Andrews AFB (lat. 38°48'40" N., long. 76°52'05" W.).

Boundaries

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 7-mile radius of the Washington, D. C., VOR and within a 7-mile radius of the Andrews, Md., VORTAC excluding the airspace bounded on the north by lat. 38°45'50" N., on the east by long. 76°54'25" W., on the south by a 7-mile radius circle of the Andrews VORTAC, and on the west by long. 76°59'30" W.; and excluding Prohibited Area P-56.

Area B. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within a 10-mile radius of the Washington VOR and a 10-mile radius of the Andrews VORTAC, excluding Area A.

Area C. That airspace extending upward from 2,500 feet MSL to and including 7,000 feet MSL between the 10-mile and 15-mile radius circles of the Washington VOR and the Andrews VORTAC, excluding that airspace west of a line from a point on the Nottingham 308° T radial 31.75 nautical miles northwest of the VORTAC to a point on the Nottingham 268° T radial 25.25 nautical miles west of the VORTAC.

SUBPART K - TERMINAL CONTROL AREAS

71.401 Designation.

The parts of the airspace described below are designated as terminal control areas. The primary airport or airports for each terminal control area are also designated. Except as otherwise specified, all mileages are nautical miles.

(b) Group II, Terminal Control Areas:

Cleveland, Ohio, Terminal Control Area

Primary Airport
Cleveland-Hopkins International Airport (lat. 41°24'37" N., Long. 81°50'56" W.).
Cleveland-Hopkins distance measuring equipment (DME) antenna (Lat. 41°24'15" N., Long. 81°51'44" W.).

Boundaries
Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 5-mile radius of the Cleveland-Hopkins International Airport DME antenna, excluding that airspace within a 1-mile radius of the Strongsville Airpark (Lat. 41°19'25" N., Long. 81°52'00" W.) and Gilbert Airport (Lat. 41°22'00" N., Long. 81°58'00" W.).

Area B. That airspace extending upward from 1900 feet MSL to and including 8,000 feet MSL within an 8.5-mile radius of the Cleveland-Hopkins International Airport DME antenna excluding Area A previously described, and that airspace within a 2-mile radius of Burke Lakefront Airport (Lat. 41°30'45" N., Long. 81°41'15" W.).

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 15-mile radius of the Cleveland-Hopkins International Airport DME antenna excluding Areas A and B previously described.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of the Cleveland-Hopkins International Airport DME antenna, excluding Areas A, B, and C previously described.

Denver, Colo., Terminal Control Area
Primary Airport
Denver Stapleton International Airport (lat. 39°45'55"N., long. 104°52'46"W.)

Denver VORTAC (lat. 39°48'02.12"N., long. 104°53'12.26"W.)
Denver-Stapleton International distance measuring equipment (DME) antenna (lat. 39°45'21"N., long. 104°53'54"W.)
Boundaries
Area A. That airspace extending upward from the surface to and including 11,000 feet MSL beginning at a point 10 miles north of the Stapleton International DME antenna and 1.5 miles west of the Denver VORTAC 004° radial; thence clockwise along the 10-mile radius arc of the Stapleton International DME antenna to and south parallel 2.5 miles east of the Denver VORTAC 004° radial, to and clockwise along the 7-mile radius area of the Stapleton International DME antenna to and south parallel 4 miles east of the Denver VORTAC 004° radial to and east parallel 3.5 miles north of the Denver VORTAC 093° radial to and clockwise along the 7-mile radius circle of the Stapleton International DME antenna to and west along Colfax Avenue to and south parallel 3.5 miles east of the Denver VORTAC 184° radial to and clockwise along the 7-mile radius arc of the Stapleton International DME antenna to and north parallel 3.5 miles west of the Denver VORTAC 184° radial to and west parallel 5 miles south of the Denver VORTAC 273° radial to and clockwise along the 7-mile radius of the Stapleton International DME antenna to and east parallel 1.5 miles north of the Denver VORTAC 273° radial to and north parallel 1.5 miles west of the Denver VORTAC 004° radial to and clockwise along the 7-mile radius of the Stapleton International DME antenna to and north parallel 1.5 miles west of the Denver VORTAC 004° radial to the point of beginning excluding Prohibited Area P-26.

Area B. That airspace extending upward from 7,000 feet MSL to and including 11,000 feet MSL bounded on the north by the 16-mile point of the Stapleton International DME antenna and 3.5 miles west of the Denver VORTAC 004° radial, then clockwise along the 16-mile radius arc of the Stapleton International DME antenna to and south parallel 4 miles east of the Denver VORTAC 004° radial to and clockwise along the 10-mile radius arc of the Stapleton International DME antenna to and east parallel 1.5 miles north of the Denver VORTAC 093° radial to and clockwise along the 16-mile radius arc of the Stapleton International DME antenna to and west along Colfax Avenue to the 7-mile radius circle of the Stapleton International DME antenna. Thence beginning again at line 8.5 miles south of and parallel to the extended centerline of Runway 26L/8R Stapleton International Airport and 3.5 miles west of the Denver VORTAC 184° radial, thence west parallel 8.5 miles south of the extended centerline of Runway 26L/8R Stapleton International Airport to and clockwise along the 10-mile radius circle of the Stapleton International DME antenna to and north parallel 3.5 miles west of the Denver VORTAC 004° radial to the point of beginning excluding Areas A and C.

Area C. That airspace extending upward from 7,500 feet MSL to and including 11,000 feet MSL bounded on the north by Colfax Avenue, on the east by the 16-mile radius arc of the Stapleton International DME antenna, on the west by Area A and a line parallel 3.5 miles west of the Denver VORTAC 184° radial to and east along a line 8.5 miles south and parallel of the extended centerline of Runway 26L/8R Stapleton International Airport to and southeast bound along the 162° radial of the Denver VORTAC to the 16-mile radius arc of the Stapleton International DME antenna.
Denver TCA continued on next page.

Group II, Terminal Control Areas:

Area D. That airspace extending upward from 8,000 feet MSL to and including 11,000 feet MSL within a 16-mile radius of the Stapleton International DME antenna bounded on the west by long. 105°11'00"W. and that airspace east of Denver between the 16-mile and 20-mile radius circles centered on the Stapleton International DME antenna bounded on the north by Interstate 70 and on the west by the 162° radial of the Denver VORTAC excluding Areas A. B. and C.

Area E. That airspace extending upward from 9,000 feet MSL to and including 11,000 feet MSL between the 16-mile and 20-mile radius circles centered on the Stapleton International DME antenna bounded on the north by a line 1.5 miles north of the Denver VORTAC 093° radial and on the south by Interstate 70 and that airspace north of Denver bounded on the west by a line 3.5 miles west of the Denver VORTAC 004° radial and on the east by a line 4 miles east of the Denver VORTAC 004° radial.

Area F. That airspace extending upward from 10,000 feet MSL to and including 11,000 feet MSL between the 16-mile and 20-mile radius circles centered on the Stapleton International DME antenna excluding Areas D and E and that area west of long. 105°11'00"W.

Detroit, Mich., Terminal Control Area

Primary Airport
Detroit Metropolitan Wayne County Airport (lat. 42°13'07" N., long. 83°20'55" W.).

Boundaries
Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within the Detroit, Mich. (Metropolitan Wayne County Airport), control zone.

Area B. That airspace extending upward from 2,300 feet MSL to and including 8,000 feet MSL within a 10-mile radius of Detroit Metropolitan Wayne County Airport excluding Area "A" previously described, that airspace east of the west edge of the Detroit River, and the Detroit, Mich. (Willow Run Airport) control zone.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL, within a 16-mile radius of Detroit Metropolitan Wayne County Airport, excluding Areas A and B previously described, that airspace within a 3-mile radius arc of the Salem VORTAC, west of the Salem VORTAC 197° radial, and east of the United States/Canadian Border.

Area D. That airspace extending upward from 5,000 feet MSL to and including 8,000 feet MSL south of Detroit Metropolitan Wayne County Airport, bounded on the north by a 16-mile radius arc of the Detroit Metropolitan Wayne County Airport, on the east by the United States/Canadian Border, on the south by a 25-mile radius arc of the Detroit Metropolitan Wayne County Airport, on the west by the Salem VORTAC 197° radial and the Waterville VORTAC 353° radial; and an area north of Detroit Metropolitan Wayne County Airport bounded on the south by a 16-mile radius arc of Detroit Metropolitan Wayne County Airport, on the northwest by the Salem 052° radial, on the northeast by the Windsor VOR 320° radial and on the southeast by the United States/Canadian Border.

Houston, Tex., Terminal Control Area
Primary Airport
Houston Intercontinental Airport (lat. 29°59'08" N., long. 95°20'46" W.).

Boundaries
Humble VORTAC (IAH) (lat. 29°57'24" N., long. 95°20'44" W.).

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL, within 8 miles of the IAH VORTAC, excluding that airspace within and underlying Area D, hereinafter described.

Area B. That airspace extending upward from 1,800 feet MSL to and including 7,000 feet MSL, within a 15-mile radius of the IAH VORTAC, excluding Area A, previously described, that airspace within and underlying Areas C and D described hereinafter and that airspace south of an east-west line extending from the IAH VORTAC 125° radial 20-mile DME point to the IAH VORTAC 233° radial 20-mile DME point.

Area C. That airspace northwest of IAH extending from 3,000 feet MSL to and including 7,000 feet MSL, bounded on the northeast by the IAH VORTAC 313° radial, on the east by the 8-mile DME arc of the IAH VORTAC, on the south by a line 2 miles north of and parallel to the IAH Runway 8L centerline extended, and on the west by the 15-mile DME arc of the IAH VORTAC.

Area D. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 15- and 20-mile radii of the IAH VORTAC and that airspace southwest of the IAH VORTAC bounded on the east by the 7-mile DME arc of the IAH VORTAC, on the southeast by the 215° radial of the IAH VORTAC, on the west by the 15-mile DME arc of the IAH VORTAC, and on the north by the 258° radial of the IAH VORTAC. Excluding that airspace within a 2-mile radius of Lakeside Airport (lat. 29°49'02" N., long. 95°40'29" W.) and that airspace south of an east-west line extending from the IAH VORTAC 125° radial 20-mile DME point to the IAH VORTAC 233° radial 20-mile DME point.

Group II, Terminal Control Areas:

Kansas City, Mo., Terminal Control Area

Primary Airport
Kansas City International Airport (lat. 39°18'18" N., long. 94°42'40" W.).

Boundaries
Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 6-mile radius of the Kansas City International Airport, excluding that airspace within a 1-mile radius of the Noah's Ark Airport (lat. 39°13'50" N., long. 94°48'15" W.).

Area B. That airspace extending upward from 2,400 feet MSL to and including 8,000 feet MSL within a 10-mile radius of the Kansas City International Airport excluding Area A, that airspace within a 2-mile radius of the Fairfax Airport (lat. 39°08'49" N., long. 94°36'09" W.) and that airspace within a 1½-mile radius of the Sherman Army Airfield (lat. 39°22'15" N., long. 94°54'45" W.).

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 15-mile radius of the Kansas City International Airport excluding Area A and Area B.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of the Kansas City International Airport excluding Area A, Area B and Area C.

Las Vegas, Nev., Terminal Control Area

Primary Airport:
McCarran International Airport (lat. 36°04'48" N., long. 115°09'08" W.).
Las Vegas VORTAC (lat. 36°04'47" N., long. 115°09'32" W.).

Boundaries: (Based on Las Vegas VORTAC (LAS) arcs, DME distances, and radials).

Area A. That airspace extending upward from the surface to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the LAS 005° radial, thence clockwise via the 15-mile arc to the 022° radial, thence direct to the 20-mile DME point on the 033° radial, thence northeast along the 033° radial to and southeast along the 22-mile arc to and southwest along the 046° radial to and south along the 7-mile arc to and northwest along the 150° radial to and counterclockwise along the 2-mile radius circle of Henderson Sky Harbor Airport (lat. 35°58'35" N., long. 115°07'55" W.) to and south along the 180° radial to and north along the 6-mile arc to and counterclockwise along the 2.5-mile radius circle of North Las Vegas Air Terminal (lat. 36°12'17" N., long. 115°11'42" W.) to and north along the 005° radial to the point of beginning.

Area B. That airspace extending upward from 3600 feet MSL to and including 9,000 feet MSL between the LAS 7 and 10-mile radii bounded on the North by the 046° radial and on the South by the 150° radial.

Area C. That airspace extending upward from 4,500 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the LAS 075° radial thence clockwise along the 15-mile arc to and northwest along the 115° radial to and counterclockwise along the 10-mile arc to and east along the 075° radial to the point of beginning.

Area D. That airspace extending upward from 5,500 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile point on the LAS 046° radial thence clockwise along the 15-mile arc to and west along the 075° radial to and counterclockwise along the 10-mile arc to and northeast along the 046° radial to the point of beginning.

Area E. That airspace extending upward from 6,500 feet MSL to and including 9,000 feet MSL bounded by a line beginning at the 20-mile DME point on the LAS 055° radial thence clockwise along the 20-mile arc to and west along the 115° radial to and counterclockwise along the 15-mile arc to and northeast along the 055° radial to the point of beginning.

Area F. That airspace extending upward from 6,000 feet MSL to and including 9,000 feet MSL bounded by a line beginning at the 10-mile DME point on the LAS 150° radial thence northwest along the 150° radial to and counterclockwise along the 2-mile radius circle of the Henderson Sky Harbor Airport to and south along the 180° radial to and counterclockwise along the 15-mile arc to and northwest along the 115° radial to and clockwise along the 10-mile arc to the point of beginning.

Area G. That airspace extending upward from 8,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the LAS 155° radial thence southeast along the 155° radial to and clockwise along the 20-mile arc to and north along the 200° radial to and counterclockwise along the 15-mile arc to the point of beginning.

Area H. That airspace extending upward from 5,000 feet MSL to and including 9,000 feet MSL between the LAS 10 and 15-mile radii bounded on the east by the 180° radial and on the northwest by the 235° radial.
Las Vegas TCA continued on next page.

Group II, Terminal Control Areas:

Area I. That airspace extending upward from 4,000 feet MSL to and including 9,000 feet MSL between the IAS 6 and 10-mile radii bounded on the east by the 180° radial and on the north by the 275° radial.

Area J. That airspace extending upward from 5,500 feet MSL to and including 9,000 feet MSL between the IAS 10 and 12-mile radii bounded on the south by the 235° radial and on the north by the 275° radial.

Area K. That airspace extending upward from 6,500 feet MSL to and including 9,000 feet MSL between the IAS 12 and 15-mile radii bounded on the south by the 235° radial and on the north by the 275° radial.

Area L. That airspace extending upward from 4,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 15-mile DME point on the IAS 005° radial thence south along the 005° radial to and clockwise along the 2.5-mile radius circle of North Las Vegas Air Terminal until intercepting U. S. Highway 95 2.5 miles southeast of North Las Vegas Air Terminal thence northwest along U. S. Highway 95 to and clockwise along a 15-mile arc to the point of beginning.

Area M. That airspace extending upward from 6,500 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 20-mile DME point on the IAS 033° radial thence direct to the 15-mile DME point on the IAS 022° radial thence west along the 15-mile arc to and northwest along U. S. Highway 95 to and clockwise along the 20-mile arc to the point of beginning.

Area N. That airspace extending upward from 7,500 feet MSL to and including 9,000 feet MSL bounded by a line beginning at the 36-mile DME point on the IAS 033° radial thence southwest along the 033° radial to and counterclockwise along the 20-mile arc to U. S. Highway 95 direct to the 36-mile DME point on the 005° radial thence clockwise along the 36-mile arc to the point of beginning.

Area O. That airspace extending upward from 7,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 36-mile DME point on the IAS 055° radial thence southwest along 055° radial to and counterclockwise along the 15-mile arc to and northeast along the 046° radial to and counterclockwise along the 28-mile arc to and northeast along the 033° radial to and clockwise along the 36-mile arc to the point of beginning.

Area P. That airspace extending upward from 5,000 feet MSL to and including 9,000 feet MSL within an area bounded by a line beginning at the 28-mile DME point on the IAS 046° radial thence southwest along the 046° radial to and counterclockwise along the 22-mile arc to and northeast along the 033° radial to and clockwise along the 28-mile arc to the point of beginning.

Minneapolis, Minn., Terminal Control Area

Primary Airport
Minneapolis-St. Paul International Airport (lat. 44°53'03" N., long. 93°12'54" W.).

Boundaries
Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 6-mile radius of Minneapolis-St. Paul International Airport Distance Measuring Equipment (DME) Antenna (lat. 44°52'28" N., long. 93°12'21" W.).

Area B. That airspace extending upward from 2,300 feet MSL to and including 8,000 feet MSL within an 8.5-mile radius of Minneapolis-St. Paul International Airport DME antenna excluding Area A previously described.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 12-mile radius of Minneapolis-St. Paul International Airport DME Antenna excluding Areas A and B previously described.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of Minneapolis-St. Paul International Airport DME antenna excluding Areas A, B, and C previously described.

Group II, Terminal Control Areas:

New Orleans, La., Terminal Control Area

Primary Airport
New Orleans International Airport-Moisant Field (lat. 29°59'30" N., long. 90°15'37" W.).

Boundaries
Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 7-mile radius of the New Orleans International Airport-Moisant Field, and within a 1.5-mile radius of the ILS Runway 10 outer compass locator (lat. 30°01'30" N., long. 90°23'59" W.) excluding that airspace north of the south shore of Lake Pontchartrain, that airspace within and underlying Area C described hereinafter, and that airspace ½ nautical mile either side of a line extending from lat. 30°01'09" N., long. 90°07'47" W., to lat. 29°59'30" N., long. 90°15'37" W., to lat. 30°03'36" N., long. 90°22'10" W.

Area B. That airspace extending upward from 600 feet MSL to and including 7,000 feet MSL north of the south shore of Lake Pontchartrain within a 7-mile radius of the New Orleans International Airport-Moisant Field excluding that airspace ½ nautical mile either side of a line extending from lat. 30°01'09" N., long. 90°07'47" W., to lat. 29°59'30" N., long. 90°15'37" W., to lat. 30°03'36" N., long. 90°22'10" W.

Area C. That airspace extending upward from 1,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning 7 miles southwest of the New Orleans International Airport-Moisant Field on the north shore of the Mississippi River, thence east along the Mississippi River north shore to and southeast along a line ½ mile east of and parallel to the Sellers Field Runway 16/34 extended centerline, to and southwest along the Southern Pacific Railroad track to and counterclockwise along a 4-mile radius of the New Orleans International Airport-Moisant Field to and east along the north shore of the Mississippi River to and southeast along the Harvey 300°T (295°M) radial to and clockwise along the 7-mile radius of the New Orleans International Airport-Moisant Field to the point of beginning.

Area D. That airspace extending upward from 2,000 feet MSL to and including 7,000 feet MSL within a 15-mile radius of the New Orleans International Airport-Moisant Field excluding Areas A, B, and C previously described, Area F described hereinafter, the airspace within the New Orleans Lakefront Airport Control Zone which lies within a 15-mile radius of the New Orleans International Airport-Moisant Field, and the airspace within a 5-statute mile radius of NAS New Orleans-Alvin Callender Field (lat. 29°49'40" N., long. 90°01'25" W.).

Area E. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of the New Orleans International Airport-Moisant Field, excluding Areas A, B, C, and D previously described and Area F described hereinafter.

Area F. That airspace extending upward from the surface to 1,000 feet MSL and from 2,000 feet MSL to 7,000 feet MSL ½-nautical mile either side of a line extending from lat. 30°01'09" N., long. 90°07'47" W., to lat. 29°59'30" N., long. 90°15'37" W., to lat. 30°03'36" N., long. 90°22'10" W., excluding that airspace below 600 feet MSL north of the south shore of Lake Pontchartrain.

Philadelphia, Pa., Terminal Control Area

Primary Airport
Philadelphia International Airport (Lat. 39°52'23" N., Long. 75°14'58" W.).

Boundaries.
Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within a 6-mile radius of the Philadelphia International Airport, excluding that airspace within and underlying Areas B and C.

Area B. That airspace extending upward from 300 feet MSL to and including 7,000 feet MSL, beginning at the east tip of Tinicum Island, along the south shore of Tinicum Island to the westernmost point, thence direct to the outlet of Darby Creek at the north shore of the Delaware River, thence along the north shore of the river to Chester Creek, thence eastward direct to Thompson Point, thence eastward along the south shore of the Delaware River to Bramell Point, thence direct to the point of beginning.

Area C. That airspace extending upward from 600 feet MSL to and including 7,000 feet MSL, beginning at Bramell Point, along the south shore of the Delaware River to Thompson Point, thence direct to the outlet of Chester Creek at the Delaware River, thence southwestward along the north shore of the Delaware River, to the 6-mile arc of the Philadelphia International Airport, thence counterclockwise along the 6-mile arc to Kings Highway (Route 551), thence northward direct to Bramell Point.

Area D. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within an 11-mile radius of the Philadelphia International Airport, excluding Areas A, B, and C.

Area E. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 15-mile radius of Philadelphia International Airport, excluding that airspace southeast of a line extending from lat. 39°32'50" N., long. 75°10'30" W., to lat. 40°00'00" N., long. 74°50'45" W., and Areas A, B, C, and D.

Area F. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius of Philadelphia International Airport, excluding that airspace southeast of a line extending through lat. 39°32'50" N., long. 75°10'30" W., and lat. 40°00'00" N., long. 74°50'45" W., and Areas A, B, C, D and E.

Group II, Terminal Control Areas:

Pittsburgh, Pa., Terminal Control Area

Primary Airport
Greater Pittsburgh Airport (Latitude 40°29'37"N., Longitude 80°13'54"W.)

Boundaries. (Based on Latitude 40°29'12"N., Longitude 80°14'03"W.)

Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within the Pittsburgh, Pa. (Greater Pittsburgh) Control Zone.

Area B. That airspace extending upward from 2,500 feet MSL to and including 8,000 feet MSL within a 10-mile radius of Latitude 40°29'12"N., Longitude 80°14'03"W., excluding Area A.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL between the 10-mile and 12.5-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 076° bearing clockwise to the 106° bearing excluding Areas A and B; between the 10-mile and 12-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 117° bearing clockwise to the 147° bearing excluding Areas A and B; between the 10-mile and 14-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 259° bearing clockwise to the 288° bearing excluding Areas A and B.

Area D. That airspace extending upward from 4,000 feet MSL to and including 8,000 feet MSL within a 20-mile radius of Lat. 40°29'12"N., Long. 80°14'03"W., and between the 20-mile and 30-mile radii of Lat. 40°29'12"N., Long. 80°14'03"W., extending from the 076° bearing clockwise to the 106° bearing and from the 259° bearing clockwise to the 288° bearing; excluding Areas A, B and C.

St. Louis, Mo., Terminal Control Area

Primary Airport
St. Louis International Airport (lat. 38°44'54" N., long. 90°21'47" W.).
Boundaries
Area A. That airspace extending upward from the surface to and including 8,000 feet MSL within a 6-mile radius of the St. Louis International Airport ASR Antenna (lat. 38°44'25" N., long. 90°22'14" W.), excluding that airspace within a 2-mile radius of the Creve Coeur Airport (lat. 38°43'35" N., long. 90°30'35" W.).

Area B. That airspace extending upward from 2,000 feet MSL to and including 8,000 feet MSL within a 10-mile radius of the St. Louis International Airport ASR Antenna excluding Area A previously described and the area within and underlying Area C hereinafter described.

Area C. That airspace extending upward from 3,000 feet MSL to and including 8,000 feet MSL within a 15-mile radius of the St. Louis International Airport ASR Antenna, and that area which lies south of the Foristell 097° radial which is contained within the 10-mile radius of the St. Louis International Airport ASR Antenna, excluding Areas A and B previously described, and the area within and underlying Area E hereinafter described.

Area D. That airspace extending upward from 4,500 feet MSL to and including 8,000 feet MSL within a 20-mile radius of the St. Louis International Airport ASR Antenna excluding Areas A, B, and C previously described and Area E described hereinafter.

Area E. That airspace extending upward from 3,600 feet MSL to and including 8,000 feet MSL within a 15-mile radius of the St. Louis International Airport ASR Antenna, bounded on the northwest by the Troy VORTAC 233° radial, and on the west by a line extending from lat. 38°35'00" N., long. 90°12'00" W., to lat. 38°10'00" N., long. 90°07'00" W.

Group II, Terminal Control Areas:

Seattle, Wash., Terminal Control Area

Primary Airport:
Seattle Tacoma International Airport (lat. 47°26'55" N., long. 122°18'28" W.).

Boundaries: (Based on Seattle VORTAC (SEA) (lat. 47°26'08" N., long. 122°18'30" W.) arcs, DME distances, and radials.)

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within an area bounded by a line beginning at the 4-mile DME point on the SEA 012° radial thence south along the 012° radial to and clockwise along a 2-mile arc to and southeast along the 163° radial to and clockwise along a 5-mile arc to and north along the 192° radial to and clockwise along a 2-mile arc to and northwest along the 342° radial to and clockwise along a 4-mile arc to the point of beginning.

Area B. That airspace extending upward from 1,100 feet MSL to and including 7,000 feet MSL beginning at the 6-mile DME point on the SEA 007° radial, thence south along the 007° radial to and counterclockwise along a 4-mile arc to and north along the 346° radial to and clockwise along a 6-mile arc to the point of beginning.

Area C. That airspace extending upward from 1,600 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 5-mile DME point on the SEA 163° radial, thence south along the 163° radial to and clockwise along an 11-mile arc to and north along the 192° radial to and counterclockwise along the 5-mile arc to the point of beginning.

Area D. That airspace extending upward from 1,800 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 12-mile DME point on the SEA 007° radial, thence south along the 007° radial to and counterclockwise along a 6-mile arc to and northwest along the 342° radial to and clockwise along the 12-mile arc to the point of beginning.

Area E. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 18-mile DME point on the SEA 007° radial, thence south along the 007° radial to and counterclockwise along a 12-mile arc to and southeast along the 342° radial to and clockwise along a 6-mile arc to and southeast along the 346° radial to and counterclockwise along a 4-mile arc to and southeast along the 342° radial to and counterclockwise along a 2-mile arc to and south along the 192° radial to and counterclockwise along an 11-mile arc to and northwest along the 163° radial to and counterclockwise along a 5-mile arc to and southeast along the 137° radial to and clockwise along a 15-mile arc to and north along the 185° radial to the 14-mile DME point, thence direct to the 15-mile DME point on the 257° radial, thence clockwise along a 15-mile arc to and northwest along the 312° radial to and clockwise along an 18-mile arc to the point of beginning, and that airspace within an area bounded by a line beginning at the 12-mile DME point on the 032° radial, thence southwest along the 032° radial to and counterclockwise along the 8-mile arc to and north along the 007° radial to and clockwise along the 12-mile arc to the point of beginning.

Area F. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 5-mile DME point on the SEA 123° radial, thence southeast along the 123° radial to and clockwise along a 15-mile arc to and northwest along the 137° radial to and counterclockwise along a 15-mile arc to the point of beginning; and that airspace within an area bounded by a line beginning at the 15-mile DME point on the SEA 137° radial, thence southeast along the 137° radial to and clockwise along an 18-mile arc to and north along the 185° radial to and counterclockwise along a 15-mile arc to the point of beginning.

Area G. That airspace extending upward from 5,000 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the 22-mile DME point on the SEA 032° radial, thence south along the 032° radial to and counterclockwise along a 12-mile arc to and north along the 007° radial to and counterclockwise along the 18-mile arc to and northwest along the 312° radial to and clockwise along the 22-mile arc to the point of beginning; and that airspace within an area bounded by a line beginning at the 15-mile DME point on the 123° radial, thence southeast along the 123° radial to and clockwise along an 18-mile arc to and northwest along the 137° radial to and counterclockwise along a 15-mile arc to the point of beginning.

PART 73

SPECIAL USE AIRSPACE

SUBPART A -- GENERAL

Sec.

73.1 Applicability.
73.3 Special use airspace.
73.5 Bearings; radials; miles.

SUBPART B -- RESTRICTED AREAS

73.11 Applicability.
73.13 Restrictions.
73.15 Using agency.
73.17 Controlling agency.
73.19 Reports by using agency.
73.21 Alabama.
73.22 Alaska.
73.23 Arizona.
73.24 Arkansas.
73.25 California.
73.26 Colorado.
73.27 Connecticut.
73.28 Delaware.
73.29 Florida.
73.30 Georgia.
73.31 Hawaii.
73.32 Idaho.
73.33 Illinois.
73.34 Indiana.
73.35 Iowa.
73.36 Kansas.
73.37 Kentucky.
73.38 Louisiana.
73.39 Maine.
73.40 Maryland.
73.41 Massachusetts.
73.42 Michigan.
73.43 Minnesota.
73.44 Mississippi.
73.45 Missouri.
73.46 Montana.
73.47 Nebraska.
73.48 Nevada.
73.49 New Hampshire.
73.50 New Jersey.
73.51 New Mexico.
73.52 New York.
73.53 North Carolina.
73.54 North Dakota.
73.55 Ohio.
73.56 Oklahoma.
73.57 Oregon.
73.58 Pennsylvania.
73.59 Rhode Island.
73.60 South Carolina.
73.61 South Dakota.
73.62 Tennessee.
73.63 Texas
73.64 Utah
73.65 Vermont.
73.66 Virginia.
73.67 Washington.
73.68 West Virginia.
73.69 Wisconsin.
73.70 Wyoming.
73.71 Puerto Rico.
73.72 Guam.

SUBPART C -- PROHIBITED AREAS

73.81 Applicability.
73.83 Restrictions.
73.85 Using agency.

DESCRIPTIONS OF DESIGNATED PROHIBITED AREAS

73.87 P-56, District of Columbia.

SUBPART A — GENERAL

§ 73.1 Applicability.

The airspace that is described in Subpart B and Subpart C of this part is designated as special use airspace. These parts prescribe the requirements for the use of that airspace.

§ 73.3 Special use airspace.

(a) Special use airspace consists of airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.

(b) The vertical limits of special use airspace are measured by designated altitude floors and ceilings expressed as flight levels or as feet above mean sea level. Unless otherwise specified, the word "to" (an altitude or flight level) means "to and including" (that altitude or flight level).

(c) The horizontal limits of special use airspace are measured by boundaries described by geographic coordinates or other appropriate references that clearly define their perimeter.

(d) The period of time during which a designation of special use airspace is in effect is stated in the designation.

§ 73.5 Bearings; radials; miles.

(a) All bearings and radials in this part are true from point of origin.

(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

SUBPART B — RESTRICTED AREAS

§ 73.11 Applicability.

This subpart designates restricted areas and prescribes limitations on the operation of aircraft within them.

§ 73.13 Restrictions.

No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation, unless he has the advance permission of

(a) The using agency described in § 73.15; or

(b) The controlling agency described in § 73.17.

§ 73.15 Using agency.

(a) For the purposes of this subpart, the following are using agencies:

(1) The agency, organization, or military command whose activity within a restricted area necessitated the area being so designated.

(2) [Reserved]

(b) Upon the request of the FAA, the using agency shall execute a letter establishing procedures for joint use of a restricted area by the using agency and the controlling agency, under which the using agency would notify the controlling agency whenever the controlling agency may grant permission for transit through the restricted area in accordance with the terms of the letter.

(c) The using agency shall —

(1) Schedule activities within the restricted area;

(2) Authorize transit through, or flight within, the restricted area as feasible; and

(3) Contain within the restricted area all activities conducted therein in accordance with the purpose for which it was designated.

§ 73.17 Controlling agency.

For the purposes of this part, the controlling agency is the FAA facility that may authorize transit through or flight within a restricted area in accordance with a joint-use letter issued under § 73.15.

§73.19 Reports by using agency.

(a) Each using agency shall prepare a report on the use of each restricted area assigned thereto during any part of the preceding 12-month period ended September 30, and transmit it by the following January 31 of each year to the Chief, Air Traffic Division in the regional office of the Federal Aviation Administration having jurisdiction over the area in which the restricted area is located, with a copy to the Director, Air Traffic Service, Federal Aviation Administration, Washington, D. C. 20591.

(b) In the report under this section the using agency shall:

(1) State the name and number of the restricted area as published in this part, and the period covered by the report.

(2) State the activities (including average daily number of operations if appropriate) conducted in the area, and any other pertinent information concerning current and future electronic monitoring devices.

(3) State the number of hours daily, the days of the week, and the number of weeks during the year that the area was used.

(4) For restricted areas having a joint-use designation, also state the number of hours daily, the days of the week, and the number of weeks during the year that the restricted area was released to the controlling agency for public use.

(5) State the mean sea level altitudes or flight levels (whichever is appropriate) used in aircraft operations and the maximum and average ordinate of surface firing (expressed in feet, mean sea level altitude) used on a daily, weekly, and yearly basis.

(6) Include a chart of the area (of optional scale and design) depicting, if used, aircraft operating areas, flight patterns, ordnance delivery areas, surface firing points, and target, fan, and impact areas. After once submitting an appropriate chart, subsequent annual charts are not required unless there is a change in the area activity or altitude (or flight levels) used, which might alter the depiction of the activities originally reported. If no change is to be submitted, a statement indicating "no change" shall be included in the report.

(7) Include any other information not otherwise required under this part which is considered pertinent to activities carried on in the restricted area.

(c) If it is determined that the information submitted under paragraph (b) of this section is not sufficient to evaluate the nature and extent of the use of a restricted area, the FAA may request the using agency to submit supplementary reports. Within 60 days after receiving a request for additional information, the using agency shall submit such information as the Director of the Air Traffic Service considers appropriate. Supplementary reports must be sent to the FAA officials designated in paragraph (a) of this section.

SUBPART C — PROHIBITED AREAS

§ 73.81 Applicability.

This subpart designates prohibited areas and prescribes limitations on the operation of aircraft therein.

§ 73.83 Restrictions.

No person may operate an aircraft within a prohibited area unless authorization has been granted by the using agency.

§ 73.85 Using agency.

For the purpose of this subpart, the using agency is the agency, organization or military command that established the requirements for the prohibited area.

Note: Sections 73.87 through 73.99 are reserved for descriptions of designated prohibited areas.

SUBPART B — RESTRICTED AREAS

§ 73.21 Alabama

R-2101 Anniston Army Depot, Ala.
Boundaries. Beginning at latitude 33°41'20" N., longitude 86°00'30" W.; to latitude 33°41'20" N., longitude 85°59'00" W.; to latitude 33°40'30" N., longitude 85°59'00" W.; to latitude 33°39'40" N., longitude 85°59'50" W.; to latitude 33°39'40" N., longitude 86°00'30" W.; to the point of beginning.
Designated altitude. Surface to 5,000 feet MSL.
Time of designation. From 0700 to 1800 c.s.t., Monday through Friday.
Using agency. Commanding Officer, Anniston Army Depot.

R-2102 Fort McClellan, Ala.
Boundaries: Beginning at latitude 33°45'00" N., longitude 85°53'55" W.; to latitude 33°44'07" N., longitude 85°53'36" W.; to latitude 33°44'07" N., longitude 85°52'55" W.; to latitude 33°41'04" N., longitude 85°52'55" W.; to latitude 33°40'15" N., longitude 85°54'00" W.; to latitude 33°41'20" N., longitude 85°55'30" W.; to latitude 33°41'20" N., longitude 86°01'07" W.; to latitude 33°43'55" N., longitude 86°01'07" W.; to latitude 33°44'11" N., longitude 86°00'54" W.; to latitude 33°45'00" N., longitude 86°00'45" W.; to latitude 33°45'20" N., longitude 86°00'31" W.; to latitude 33°45'27" N., longitude 86°00'16" W.; to latitude 33°45'27" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°59'26" W.; to latitude 33°45'14" N., longitude 85°55'17" W.; to 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.

R-2103 Fort Rucker, Ala.

Boundaries. A circular area with a radius of 4 miles centered at latitude 31°26'55" N., longitude 85°47'45" W.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commanding General, U. S. Army Aviation Center, Fort Rucker, Ala.

R-2104A Huntsville, Ala.
Boundaries. Beginning at lat. 34°38'40"N., long. 86°43'00"W., to lat. 34°38'40"N., long. 86°41'00"W., to lat. 34°38'00"N., long. 86°40'53"W., to lat. 34°37'35"N., long. 86°37'40"W., to lat. 34°37'00"N., long. 86°37'00"W., to lat. 34°36'27"N., long. 86°36'38"W., to lat. 34°34'50"N., long. 86°36'38"W., thence west along the Tennessee River to lat. 34°35'02"N., long. 86°43'25"W., to lat. 34°37'19"N., long. 86°43'20"W., to lat. 34°37'19"N., long. 86°43'05"W., thence to point of beginning.
Designated altitudes. Surface to FL 300.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

R-2104B Huntsville, Ala.
Boundaries. Beginning at lat. 34°38'53"N., long. 86°37'40"W., to lat. 34°37'55"N., long. 86°35'21"W., to lat. 34°35'05"N., long. 86°35'24"W., thence west along the Tennessee River to lat. 34°34'50"N., long. 86°36'38"W., to lat. 34°36'27"N., long. 86°36'38"W., to lat. 34°37'00"N., long. 86°37'00"W., thence to point of beginning.
Designated altitudes. Surface to 2400 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

R-2104C Huntsville, Ala.
Boundaries. Beginning at lat. 34°41'25"N., long. 86°42'57"W., to lat. 34°42'00"N., long. 86°41'35"W., to lat. 34°38'40"N., long. 86°41'00"W., to lat. 34°38'40"N., long. 86°43'00"W., thence to point of beginning.
Designated altitudes. Surface to FL 300.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, U. S. Army Missile Command, Redstone Arsenal, Ala.

§ 73.22 Alaska

R-2202A Big Delta, Alaska
Boundaries. Beginning at latitude 64°14'45" N., longitude 146°43'15" W.; to latitude 63°56'17" N., longitude 145°49'30" W.; to latitude 63°54'20" N., longitude 145°50'20" W.; to latitude 63°50'30" N., longitude 145°50'00" W.; to latitude 63°43'00" N., longitude 145°54'01" W.; to latitude 63°42'15" N., longitude 146°13'26" W.; to latitude 63°44'00" N., longitude 146°30'00" W.; to latitude 63°50'50" N., longitude 146°47'30" W.; thence along the E bank of the East Fork and Little Delta Rivers to the point of beginning, excluding that airspace within R-2202B.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Anchorage ARTC Center.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska.

R-2202B Big Delta, Alaska
Boundaries. Beginning at latitude 64°07'30" N., longitude 146°27'30" W.; to latitude 64°02'30" N., longitude 146°11'30" W.; to latitude 63°53'00" N., longitude 146°24'30" W.; to latitude 63°57'00" N., longitude 146°41'00" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. President, U. S. Army Arctic Test Board, Fort Greely, Alaska

R-2203A Eagle River. Alaska
Boundaries. Beginning at latitude 61°22'00" N., longitude 149°33'48" W.; thence southwesterly along the Alaska Railroad to lat. 61°18'00"N., long. 149°39'45"W.; to lat. 61°18'00"N., long. 149°44'00"W.; to lat. 61°17'15"N., long. 149°42'25"W.; to lat. 61°17'15"N., long. 149°36'15"W.; to the point of beginning.
Designated altitudes. Surface to 11,000 feet MSL.
Time of designation: Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. 172nd Infantry Brigade (Alaska) Fort Richardson, Alaska.

R-2203B Eagle River, Alaska
Boundaries. Beginning at lat. 61°24'34"N., long. 149°33'48"W.; thence southwesterly along the shoreline to lat. 61°19'45"N., long. 149°44'00"W.; to lat. 61°18'00"N., long. 149°44'00"W.; to lat. 61°18'00"N., long. 149°39'45"W.; thence northeasterly along the Alaska Railroad to lat. 61°22'00"N., long. 149°33'48"W; to the point of beginning.
Designated altitudes. Surface to 11,000 feet MSL.
Time of designation: Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency: FAA, Anchorage Approach Control.
Using agency. 172nd Infantry Brigade (Alaska) Fort Richardson, Alaska.

R-2203C Eagle River, Alaska
Boundaries. Beginning at lat. 61°19'45"N., long. 149°44'00"W.; thence westerly along the shoreline to lat. 61°19'38"N., long. 149°46'36"W.; to lat. 61°19'12"N., long. 149°46'36"W.; to lat. 61°18'00"N., long. 149°44'00"W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency. FAA, Anchorage Approach Control.
Using agency. 172nd Infantry Brigade (Alaska) Fort Richardson, Alaska.

R-2205 Yukon, Alaska
Boundaries. Beginning at Lat. 64°45'30" N, Long. 146°47'20" W; Counterclockwise along the arc of a 25-mile radius circle centered at Lat. 64°50'13" N, Long. 147°36'46" W; to Lat. 64°46'12" N, Long. 146°46'40" W; to Lat. 64°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 20,000 feet MSL.
Time of Designation. Continuous from April 1 through November 30; other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Controlling agency. FAA, Fairbanks Approach Control.
Using agency. 172nd Infantry Brigade (Alaska) Fort Richardson, Alaska.

AMENDMENTS 11/23/79 44 F. R. 67107 (Changed)

R-2206 Clear, Alaska
Boundaries: Beginning at latitude 64°19'46" N., longitude 149°10'08" W.; to latitude 64°19'46" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°15'33" W.; to latitude 64°16'19" N., longitude 149°10'05" W ; thence north, 100 feet west of and parallel to the Alaskan railroad to the point of beginning.
Designated altitudes: Surface to 8,800 feet MSL.
Time of designation: Continuous.
Using agency: Commander 13th Missile Warning Squadron, Clear, Alaska.

R-2211 Blair Lakes, Alaska
Boundaries. Beginning at lat. 64°30'00"N., long. 147°44'00"W.; to lat. 64°20'00"N., long. 147°19'00"W.; to lat. 64°13'30"N., long. 147°32'00"W.; to lat. 64°22'30"N., long. 147°58'00"W.; to point of beginning.
Time of designation. 0800 to 1800, local time, Monday through Friday and at other times as activated by NOTAM issued by the using agency at least 24 hours in advance.
Designated altitudes. Surface to 18,000 feet MSL.
Controlling agency. FAA, Fairbanks Approach Control.
Using agency. Alaskan Air Command.

AMENDMENTS 11/23/79 44 F. R. 67107 (Changed)

§ 73.23 Arizona

R-2301E Ajo East, Ariz.
Boundaries. Beginning at lat. 32°50'25"N., long. 112°49'00"W.; thence to lat. 32°11'30"N., long. 112°56'45"W.; to lat. 32°11'30"N., long. 113°05'30"W.; to lat. 31°58'00"N., long. 113°05'30"W.; along the United States-Mexican border to the intersection of the United States-Mexican border and long. 113°30'30"W.; to lat. 32°44'15"N., long. 113°41'05"W.; to lat. 32°45'50"N., long. 113°34'30"W.; to the point of beginning.
Designated altitudes. Surface to Flight Level 800.
Time of designation. Intermittent.
Controlling agency. Federal Aviation Administration, Albuquerque ARTCC.
Using agency. Commander, Luke AFB, Ariz.

R-2301W Ajo West, Ariz.
Boundaries. Beginning at the intersection of the United States-Mexican Border and long. 113°30'30"W.; thence along the United States-Mexican Border to lat. 32°23'45"N., long. 114°28'30"W.; thence direct to lat. 32°30'00"N., long. 114°28'30"W.; thence direct to lat. 32°30'00"N., long. 114°31'00"W.; thence direct to lat. 32°35'00"N., long. 114°31'00"W.; thence direct to lat. 32°35'00"N., long. 114°28'30"W.; thence direct to lat. 32°39'40"N., long. 114°28'30"W.; thence direct to lat. 32°40'45"N., long. 114°18'29"W.; thence along the Southern Pacific Railroad and U.S. Highway to lat. 32°44'15"N., long. 113°41'05"W.; thence direct to the point of beginning.
Designated altitudes. Surface to Flight Level 800.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTCC.
Using agency. Commander, Luke AFB, Ariz.

R-2302 Flagstaff. 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: Commander, Headquarters, Fort Huachuca, Ariz.

R-2303B Fort Huachuca, Ariz.
Boundaries: Beginning at latitude 31°35'00" N., longitude 110°00'00" W.; to latitude 31°24'00" N., longitude 110°00'00" W.; to latitude 31°24'00" N., longitude 110°45'00" W.; to latitude 31°48'00" N., longitude 110°46'00" W.; to latitude 31°48'00" N., longitude 110°25'45" W.; to point of beginning.
Designated altitudes: 15,000 feet MSL to FL 450.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.
Using agency: Commander, Headquarters, Fort Huachuca, Ariz.

R-2304 Gila Bend, Arizona.
Boundaries. Beginning at latitude 32°38'30" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°18'00" W.; to latitude 32°26'40" N., longitude 112°43'30" W.; to latitude 32°49'00" N., longitude 112°39'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque Center.
Using agency. Commander, Luke AFB, Arizona.

R-2305 Gila Bend, Arizona
Boundaries. Beginning at Lat. 32°50'25" N, Long. 112°49'00" W; to Lat. 32°50'52" N, Long. 112° 42'53" W; to Lat. 32°49'00" N, Long. 112°39'00" W; to Lat. 32°29'00" N, Long. 112°43'00" W; to Lat. 32°29'00" N, Long. 112°53'30" W; to the point of beginning.
Designated altitudes. Surface to flight level 240.
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque Center.
Using agency. Commander, Luke AFB, Ariz.

R-2306A Yuma West, Ariz.
Boundaries: Beginning at latitude 33°00'00" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°30'00" W.; to latitude 33°02'48" N., longitude 114°34'00" W.; to latitude 33°15'00" N., longitude 114°34'37" W.; to latitude 33°15'00" N., longitude 114°15'00" W.; thence south along Highway 95 to latitude 33°00'00" N., longitude 114°17'20" W.; to point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding officer, Yuma Proving Ground, Yuma, Ariz.

R-2306B Yuma West, Ariz.
Boundaries: Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; thence south along Highway 95 to latitude 33°15'00" N., longitude 114°15'00" W.; to latitude 33°15'00" N., longitude 114°30'00" W.; to latitude 33°26'00" N., longitude 114°30'00" W.; to latitude 33°28'00" N., longitude 114°28'00" W.; to point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2306C Yuma West, Ariz.
Boundaries: Beginning at latitude 33°15'00" N., longitude 114°34'37" W.; to latitude 33°23'00" N., longitude 114°34'37" W.; to latitude 33°26'00" N., longitude 114°30'00" W.; to latitude 33°15'00" N., longitude 114°30'00" W.; to point of beginning.
Designated altitudes: Surface to 17,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2307 Yuma, Ariz.
Boundaries. Beginning at latitude 32°52'00" N., longitude 114°00'00" W.; to latitude 32°52'50" N., longitude 113°50'10" W.; to latitude 32°58'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°37'20" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°30'00" W.; thence along the west bank of the Colorado River to latitude 32°51'45" N., longitude 114°27'50" W.; to latitude 32°52'30" N., longitude 114°-21'00" W.; to latitude 32°51'15" N., longitude 114°21'00" W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2308A Yuma East, Ariz.
Boundaries: Beginning at latitude 33°28'00" N., longitude 114°13'00" W.; to latitude 33°17'30" N., longitude 113°39'04" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°02'00" N., longitude 113°45'00" W.; to latitude 33°02'00" N., longitude 113°56'30" W.; to latitude 33°00'00" N., longitude 114°11'00" W.; to latitude 33°00'00" N., longitude 114°17'20" W.; thence north along Highway 95 to point of beginning.
Designated altitudes: 1,500 feet AGL to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2308B Yuma East, Ariz.
Boundaries: Beginning at latitude 33°02'00" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°45'00" W.; to latitude 33°17'30" N., longitude 113°39'04" W.; to latitude 33°02'00" N., longitude 113°39'04" W.; to point of beginning.
Designated altitudes: Surface to 80,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Los Angeles Air Route Traffic Control Center.
Using agency: Commanding Officer, Yuma Proving Ground, Yuma, Ariz.

R-2311 Army Proving Grounds, Yuma, Ariz.
Boundaries. Beginning at lat. 33°05'00"N., long. 113°39'04"W.; to lat. 33°05'00"N., long. 113°21'00"W.; to lat. 33°01'00"N., long. 113°21'00"W.; to lat. 32°53'50"N., long. 113°36'20"W.; to lat. 32°52'50"N., long. 113°50'10"W.; to lat. 32°58'00"N., long. 113°37'20"W.; to lat. 33°02'00"N., long. 113°37'20"W.; to lat. 33°02'00"N., long. 113°39'04"W.; to point of beginning.
Designated altitudes. 1,500 feet MSL to 5,500 feet MSL.
Time of designation. Continuous 0600 to 1200 local time daily, December 1, 1979, through September 30, 1980; and from April 1, 1981, through March 31, 1982. Other times by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Commanding Officer, U. S. Army Proving Grounds, Yuma, Ariz.
AMENDMENTS 11/29/79 44 F. R. 67106 (Added)

§ 73.24 Arkansas

R-2401 Fort Chaffee, Ark.
Boundaries. Beginning at lat. 35°18'35" N., long. 94°11'48" W.; to lat. 35°18'10" N., long. 94°16'30" W.; to lat. 35°16'06" N., long. 94°19'03" W.; to lat. 35°13'50" N., long. 94°15'00" W.; to lat. 35°13'50" N., long. 94°11'30" W.; to point of beginning.
Designated altitudes. Surface to and including 30,000 feet MSL.
Time of designation. Continuous April 1 through September 30 and 0600 Saturday to 2400 Sunday, October 1 through March 31, other times following issuance of a NOTAM at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

R-2402 Fort Chaffee, Ark.
Boundaries. Beginning at lat. 35°17'51" N., long. 94°03'00" W.; to lat. 35°17'00" N., long. 94°03'00" W.; to lat. 35°17'00" N., long. 94°01'00" W.; to lat. 35°10'20" N., long. 94°01'00" W.; thence west along Arkansas State Highway No. 10 to lat. 35°11'33" N., long. 94°12'00" W.; to lat. 35°18'10" N., long. 94°12'24" W.; to lat. 35°18'12" N., long. 94°09'51" W.; thence east along Arkansas State Highway No. 22 to point of beginning.
Designated altitudes. Surface to and including 30,000 feet MSL.
Time of designation. Continuous April 1 through September 30 and 0600 Saturday to 2400 Sunday, October 1 through March 31, other times following issuance of NOTAM at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Chaffee, Ark.

R-2403A Little Rock, Ark.
Boundaries. Beginning at lat. 34°57'00" N., long. 92°15'00" W.; to lat. 34°54'52" N., long. 92°15'00" W.; to lat. 34°54'08" N., long. 92°19'30" W.; to lat. 34°57'00" N., long. 92°19'30" W.; to point of beginning.
Designated altitudes. Surface to 16,000 feet MSL.
Time of designation. Daily 0700 to 2100 May 1 through August 31, to be activated by NOTAM 48 hours in advance. Other times, 0700 Saturday to 1700 Sunday, September 1 through April 30, to be activated by NOTAM at least 24 hours in advance. All times local.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Arkansas Army National Guard.

R-2403B Little Rock, Ark.
Boundaries. Beginning at lat. 34°54'52" N., long. 92°15'00" W.; to lat. 34°51'45" N., long. 92°15'00" W.; to lat. 34°51'45" N., long. 92°19'30" W.; to lat. 34°54'08" N., long. 92°19'30" W.; to point of beginning.
Designated altitudes. Surface to 16,000 feet MSL.
Time of designation. Daily 0700 to 2100 1 May through 31 August, to be activated by NOTAM 48 hours in advance stating period of activation. Other times, 0700 Saturday to 1700 Sunday, 1 September through 30 April, to be activated by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Arkansas Army National Guard.

§ 73.25 California

R-2501N Bullion Mountains North, Calif.
Boundaries. Beginning at lat. 34°30'00"N., long. 116°26'20"W.; to lat. 34°36'00"N., long. 116°28'00"W.; to lat. 34°40'30"N., long. 116°29'40"W.; to lat. 34°43'00"N., long. 116°26'20"W.; to lat. 34°43'00"N., long. 116°17'00"W.; to lat. 34°41'15"N., long. 116°04'30"W.; lat. 34°41'00"N., long. 116°03'00"W.; to lat. 34°35'30"N., long. 115°58'00"W.; to lat. 34°34'40"N., long. 115°54'55"W.; to lat. 34°34'00"N., long. 115°58'00"W.; to lat. 34°29'40"N., long. 115°58'12"W.; to lat. 34°27'30"N., long. 116°04'13"W.; to lat. 34°28'13"N., long. 116°12'20"W.; to lat. 34°32'00"N., long. 116°17'34"W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

AMENDMENTS 10/4/79 44 F. R. 47325 (Changed) Corr: 44 F. R. 53738

R-2501S Bullion Mountains South, Calif.
Boundaries. Beginning at lat. 34°28'13"N., long. 116°12'20"W.; to lat. 34°27'30"N., long. 116°04'13"W.; to lat. 34°20'09"N., long. 115°59'03"W.; to lat. 34°14'00"N., long. 115°57'00"W.; to lat. 34°14'00"N., long. 116°17'00"W.; to lat. 34°19'30"N., long. 116°20'26"W.; to lat. 34°19'30"N., long. 116°15'47"W.; to lat. 34°24'54"N., long. 116°17'52"W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

AMENDMENTS 10/4/79 44 F. R. 47325 (Changed)

R-2501E Bullion Mountains East, Calif.
Boundaries. Beginning at lat. 34°34'40"N., long. 115°54'55"W.; to lat. 34°33'00"N., long. 115°47'00"W.; to lat. 34°25'00"N., long. 115°47'00"W.; to lat. 34°25'00"N., long. 115°44'00"W.; to lat. 34°14'00"N., long. 115°44'00"W.; to lat. 34°14'00"N., long. 115°57'00"W.; to lat. 34°20'09"N., long. 115°59'03"W.; to lat. 34°27'30"N., long. 116°04'13"W.; to lat. 34°29'40"N., long. 115°58'12"W.; to lat. 34°34'00"N., long. 115°58'00"W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding General Marine Corps Base, Twentynine Palms, Calif.

AMENDMENTS 10/4/79 44 F. R. 47325 (Changed)

R-2501W Bullion Mountains West, Calif.
Boundaries. Beginning at lat. 34°30'00"N., long. 116°26'20"W.; to lat. 34°32'00"N., long. 116°17'34"W.; to lat. 34°28'13"N., long. 116°12'20"W.; to lat. 34°24'54"N., long. 116°17'52"W.; to lat. 34°19'30"N., long. 116°15'47"W.; to lat. 34°19'30"N., long. 116°20'26"W.; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commanding General, Marine Corps Base, Twentynine Palms, Calif.

AMENDMENTS 10/4/79 44 F. R. 47325 (Changed)

R-2502N Fort Irwin, Calif.
Boundaries. Beginning at latitude 35°37'45" N., longitude 116°29'40" W.; to latitude 35°34'30" N., longitude 116°29'40" W.; to latitude 35°34'30" N., longitude 116°23'30" W.; to latitude 35°28'35" N., longitude 116°18'45" W.; to latitude 35°10'25" N., longitude 116°42'15" W.; to latitude 35°08'50" N., longitude 116°48'40" W.; to latitude 35°10'00" N., longitude 116°49'00" W.; to latitude 35°19'00" N., longitude 116°49'00" W.; to latitude 35°19'00" N., longitude 116°55'20" W.; to latitude 35°37'45" N., longitude 116°55'20" W.; to point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles, ARTC Center.
Using agency. Commander, Fort Irwin, Calif.

R-2502E Fort Irwin, CA.
Boundaries. Beginning at latitude 35°28'35" N., longitude 116°18'45" W.; to latitude 35°18'45" N., longitude 116°18'45" W.; to latitude 35°07'00" N., longitude 116°34'00" W.; to latitude 35°07'00" N., longitude 116°47'45" W.; to latitude 35°08'50" N., longitude 116°48'40" W.; to latitude 35°10'25" N., longitude 116°42'15" W.; to point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles, ARTC Center.
Using agency. Commander, Fort Irwin, Calif.

R-2503 Camp Pendleton, Calif.
Boundaries. Beginning at latitude 33°24'23" N., longitude 117°15'15" W.; to latitude 33°18'00" N., longitude 117°16'08" W.; to latitude 33°17'30" N., longitude 117°16'40" W.; to latitude 33°18'20" N., longitude 117°21'48" W.; to latitude 33°27'48" N., longitude 117°33'15" W.; to latitude 33°30'13" N., longitude 117° 29'13" W.; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTCC.
Using agency. Commanding General, Camp Pendleton, Calif.

AMENDMENTS 5/21/79 44 F. R. 30079 (Changed)

R-2504 Camp Roberts, Calif.
Boundaries. Beginning at latitude 35° 42' 18" N., longitude 120° 47' 55" W.; to latitude 35° 42' 18" N., longitude 120° 47' 20" W.; to latitude 35° 42' 58" N., longitude 120° 45' 33" W.; to latitude 35° 46' 38" N., longitude 120° 44' 38" W.; to latitude 35° 47' 18" N., longitude 120° 44' 45" W.; to latitude 35° 47' 54" N., longitude 120° 45' 49" W.; to latitude 35° 49' 10" N., longitude 120° 45' 40" W.; to latitude 35° 51' 00" N., longitude 120° 46' 25" W.; to latitude 35° 51' 11" N., longitude 120° 47' 55" W.; to latitude 35° 48' 50" N., longitude 120° 49' 58" W.; to latitude 35° 46' 00" N., longitude 120° 49' 55" W.; to latitude 35° 44' 03" N., longitude 120° 48' 08" W.; to latitude 35° 43' 08" N., longitude 120° 49' 00" W.; to latitude 35° 42' 44" N., longitude 120° 48' 48" W.; to the point of beginning.
Designated altitudes. Surface to 15,000 feet MSL.
Time of designation. 0600 to 2400 P.s.t., daily.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Camp Roberts, Calif.

R-2505 China Lake, Calif.
Boundaries. Beginning at Lat. 36°14'00" N, Long. 117°53'00" W; to Lat. 36°14'00" N, Long. 117° 25'00" W; to Lat. 35°40'30" N, Long. 117°25'00" W; to Lat. 35°37'30" N, Long. 117°35'30" W; to Lat. 35°37'30" N, Long. 117°47'30" W; to Lat. 35°54'00" N, Long. 117°53'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Weapons Center, China Lake, Calif.

R-2506 China Lake South, Calif.
Boundaries. Beginning at latitude 35°37'30" N., longitude 117°41'20" W.; to latitude 35°28'00" N., longitude 117°40'50" W.; to latitude 35°28'00" N., longitude 117°47'00" W.; to latitude 35°37'30" N., longitude 117°47'30" W.; to the point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Weapons Center, China Lake, Calif.

R-2507 North Chocolate Mountains, Calif.
Boundaries. Beginning at lat. 33°32'40"N., long. 115°33'50"W.; to lat. 33°31'30"N., long. 115°32'00"W.; to lat. 33°31'15"N., long. 115°26'45"W.; to lat. 33°29'00"N., long. 115°20'00"W.; to lat. 33°25'50"N., long. 115°14'30"W.; to lat. 33°24'15"N., long. 115°17'00"W.; to lat. 33°23'00"N., long. 115°14'30"W.; to lat. 33°14'00"N., long. 115°22'30"W.; to lat. 33°21'30"N., long. 115°32'55"W.; to lat. 33°23'40"N., long. 115° 33'20"W.; to lat. 33°28'30"N., long. 115°42'10"W.; thence to the point of beginning.
Designated altitudes. Surface to FL 400.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTCC.
Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

R-2507 South Chocolate Mountains, Calif.
Boundaries. Beginning at lat. 33°23'00"N., long. 115°14'30"W.; to lat. 33°21'40"N., long. 115°12'00"W.; to lat. 33°22'50"N., long. 115°09'58"W.; to lat. 33°08'45"N., long. 114°56'40"W.; to lat. 33°01'00"N., long. 115°06'00"W.; to lat. 33°14'00"N., long. 115°22'30"W.; thence to the point of beginning.
Designated altitudes. Surface to FL 400.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTCC.
Using agency. Commanding Officer, U. S. Marine Corps Air Station, Yuma, Ariz.

R-2508 Complex, Calif.
Boundaries. Beginning at Lat. 37°12'00" N, Long. 117°20'00" W; to Lat. 35°34'00" N, Long. 116° 23'00" W; to Lat. 35°28'35" N, Long. 116°18'45" W; to Lat. 35°18'45" N, Long. 116°18'45" W; to Lat. 35°07'00" N, Long. 116°34'00" W; to Lat. 35°07'00" N, Long. 116°47'45" W; to Lat. 35°08'50" N, Long. 116°48'40" W; to Lat. 35°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 Weapons Center, China Lake, Calif.

R-2509 Cuddeback Dry Lake, Calif.
Boundaries. Beginning at Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°25'00" N, Long. 117° 16'52" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°15'56" N, Long. 117°26'00" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Agency, Los Angeles ARTC Center.
Using agency. Commander, George AFB, Calif.

R-2510 El Centro, Calif.
Boundaries. Beginning at latitude 32°59'35" N., longitude 115°43'30" W.; to latitude 32°55'35" N., longitude 115°40'15" W.; to latitude 32°53'45" N., longitude 115°40'15" W.; thence counterclockwise along the arc of a 5-mile radius circle centered at latitude 32°49'20" N., longitude 115°40'15" W.; to latitude 32°50'05" N., longitude 115°45'20" W.; to latitude 32°50'05" N., longitude 115°55'00" W.; to latitude 32°55'50"N., longitude 115°55'00" W.; to latitude 33°01'20" N., longitude 116°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.
Boundaries. From lat. 36°03'43"N., long. 121°22'38"W., to lat. 36°02'45"N., long. 121°17'45"W., to latitude 35°59'18" N., longitude 121°13'30" W., to latitude 35°56'45" 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, Air Force Flight Test Center, Edwards AFB, Calif.

R-2516 Naval Missile Facility, Point Arguello, Calif.
Boundaries: Beginning at latitude 34°59'32" N., longitude 120°41'50" W.; to latitude 34°53'30" N., longitude 120°33'20" W.; to latitude 34°50'15" N., longitude 120°31'30" W.; to latitude 34°46'15" N., longitude 120°26'40" W.; to latitude 34°39'50" N., longitude 120°31'15" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°34'52" N., longitude 120°42'37" W.; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes: Surface to unlimited.
Time of designation: Continuous.
Using agency: HQ, Space and Missile Test Center, (SAMTEC) ROSF, Vandenberg, AFB, Calif.

R-2517 Naval Missile Facility, Point Arguello, Calif.
Boundaries. Beginning at latitude 34°34'52" N., longitude 120°42'37" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°24'00" N., longitude 120°30'00" W.; thence three nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. HQ, Space and Missile Test Center, (SAMTEC) ROSF, Vandenberg AFB, Calif.

R-2518 Castle Rock, Calif.
Boundaries. A circular area with a 300-yard radius centered at Lat. 33°02'04" N, Long. 118°36'47" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. Sunrise to 2000 local time.
Using agency. Commanding Officer, Fleet Air Control and Surveillance Facility, San Diego, Calif.

R-2519 Point Mugu, Calif.
Boundaries. Beginning at Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°04'15" N, Long. 119° 03'40" W; to Lat. 34°02'15" N, Long. 119°04'20" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 34°05'30" N, Long. 119°13'00" W; to Lat. 34°05'55" N, Long. 119°11'15" W; to Lat. 34°07'08" N, Long. 119°09'32" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

R-2520 Point Mugu, Calif.
Boundaries. Beginning at Lat. 34°08'30" N, Long. 119°06'10" W; to Lat. 34°07'00" N, Long. 119° 05'00" W; to Lat. 34°06'15" N, Long. 119°05'25" W; to Lat. 34°07'00" N, Long. 119°07'00" W; to Lat. 34°07'07" N, Long. 119°09'00" W; to Lat. 34°08'30" N, Long. 119°07'40" W; to the point of beginning.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Pacific Missile Range, Point Mugu, Calif.

R-2521 Salton Sea, Calif.
Boundaries. Beginning at latitude 33°18'00" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°44'00" W.; to latitude 33°10'40" N., longitude 115°49'50" W.; to latitude 33°23'15" N., longitude 115°58'40" W.; to latitude 33°26'15" N., longitude 115°54'00" W.; to the point of beginning.
Designated altitudes: Surface to flight level 400 sunrise to sunset; surface to 4,000 feet MSL sunset to sunrise.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using Agency. Commanding Officer, Naval Air Facility, El Centro, Calif.

R-2524 Trona, Calif.
Boundaries. Beginning at Lat. 35°47'46" N, Long. 116°55'20" W; to Lat. 35°15'56" N, Long. 116° 55'20" W; to Lat. 35°15'56" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°16'52" W; to Lat. 35°25'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°26'00" W; to Lat. 35°36'00" N, Long. 117°16'52" W; to Lat. 35°47'46" N, Long. 117°16'52" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Naval Weapons Center, China Lake, Calif.

R-2529 Fort Ord West, California
Boundaries. Beginning at latitude 36° 42' 00" N., longitude 121° 49' 45" W.; to latitude 36° 40' 45" N., longitude 121° 48' 22" W.; thence south along California State Highway No. 1 to latitude 36° 38' 05" N., longitude 121° 49' 55" W.; to latitude 36° 38' 15" N., longitude 121° 51' 45" W.; to the point of beginning.
Designated altitudes. Surface to 1,000 feet MSL.
Time of designation. Thirty minutes before sunrise to thirty minutes after sunset.
Controlling agency. Federal Aviation Administration, Monterey Approach Control.
Using agency. Commanding General, Fort Ord, California.

R-2530 Sierra Army Depot, Calif.
Boundaries. Beginning at latitude 40° 18' 21" N., longitude 120° 05' 06" W.; to latitude 40° 18' 21" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 02' 51" W.; to latitude 40° 16' 06" N., longitude 120° 05' 06" W.; to the point of beginning.
Designated altitudes. Surface to 8,600 feet MSL.
Time of designation. 0800 to 1800 p.s.t., Monday through Friday.
Using agency. Commanding Officer, Sierra Army Depot, Herlong, California.

R-2531A Tracy, Calif.
Boundaries. Beginning at lat. 37°40'34"N., long. 121°33'42"W.; to lat. 37°40'45"N., long. 121°31'29"W.; to lat. 37°39'28"N., long. 121°30'28"W.; to lat. 37°38'50"N., long. 121°31'05"W.; to lat. 37°39'03"N., long. 121°34'03"W.; thence to the point of beginning.
Designated altitudes. Surface to but not including 3,000 feet MSL.
Time of designation. 1000 to 1800 local time, Monday through Friday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. United States Energy Research and Development Administration, San Francisco Operations Office.

AMENDMENTS 11/29/79 44 F. R. 57080 (Rewritten)

R-2531B Tracy, Calif.
Boundaries. Beginning at lat. 37°40'34"N., long. 121°33'42"W.; to lat. 37°40'45"N., long. 121°31'29"W.; to lat. 37°39'28"N., long. 121°30'28"W.; to lat. 37°38'50"N., long. 121°31'05"W.; to lat. 37°39'03"N., long. 121°34'03"W.; thence to the point of beginning.
Designated altitudes. 3,000 feet MSL to and including 4,000 feet MSL.
Time of designation. 1000 to 1800 local time, Monday through Friday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. United States Energy Research and Development Administration, San Francisco Operations Office.

AMENDMENTS 11/29/79 44 F. R. 57080 (Added)

R-2533 Oceanside, Calif.
Boundaries: Beginning at latitude 33°27'48" N., longitude 117°33'15" W.; thence to latitude 33°18'20" N., longitude 117°21'48" W.; thence to latitude 33°17'30" N., longitude 117°16'40" W.; thence to latitude 33°13'20" N., longitude 117°29'00" W.; thence 3 nautical miles from and parallel to the shoreline to latitude 33°22'30" N., longitude 117°39'45" W.; thence to the point of beginning.
Designated altitudes: Surface to 2,000 feet MSL.
Time of designation: Continuous.
Controlling agency: FAA, El Toro RATCF
Using agency: Commanding General, Marine Corps Base (MCB), Camp Pendleton, Calif.

R-2534A Point Arguello, Calif.
Boundaries: Beginning at latitude 34°38'35" N., longitude 120°31'20" W.; to latitude 34°35'45" N., longitude 120°28'10" W.; to latitude 34°36'20" N., longitude 120°27'20" W.; to latitude 34°30'00" N., longitude 120°15'30" W.; to latitude 34°25'10" N., longitude 120°15'30" W.; thence 3 miles from and parallel to the shoreline to latitude 34°24'40" N., longitude 120°19'10" W.; to point of beginning.
Designated altitudes: 500 feet above the surface to unlimited.
Time of designation: Continuous.
Controlling agency: FAA, ARTCC, Los Angeles, Calif.
Using agency: HQ, Space and Missile Test Center, (SAMTEC) ROSF, Vandenberg AFB, Calif.

R-2534B Point Arguello, Calif.
Boundaries: Beginning at latitude 34°38'35" N., longitude 120°31'20" W.; to latitude 34°24'40" N., longitude 120°19'10" W.; to latitude 34°24'45" N., longitude 120°27'20" W.; to latitude 34°35'00" N., longitude 120°31'40" W.; to point of beginning.
Designated altitudes: 500 feet above the surface to unlimited.
Time of designation: Continuous.
Controlling agency: FAA, ARTCC, Los Angeles, Calif.
Using agency: HQ, Space and Missile Test Center, (SAMTEC) ROSF, Vandenberg, AFB, Calif.

§ 73.26 Colorado

R-2601 Fort Carson, Colo.
Boundaries: Beginning at lat. 38°38'19" N., long. 104°52'00" W.; thence northeasterly along Colorado Highway No. 115 to lat. 38°42'40" N., long. 104°49'04" W.; to lat. 38°41'20" N., long. 104°47'00" W.; to lat. 38°40'15" N., long. 104°46'20" W.; to lat. 38°40'00" N., long. 104°45'40" W.; to lat. 38°32'06" N., long. 104°45'00" W.; to lat. 38°32'06" N., long. 104°49'18" W.; to lat. 38°36'20" N., long. 104°52'00" W.; to the point of beginning.
Designated altitudes: Surface to 35,000 feet MSL; 35,000 feet MSL to 60,000 feet MSL, by NOTAM issued 24 hours in advance.
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Denver ARTC Center.
Using agency: Commanding General, Fort Carson, Colo.

AMENDMENTS 6/14/79 44 F. R. 23207 (Changed) Corr: 44 F. R. 46787

R-2602 Fort Carson, Colo.
Boundaries: Beginning at Lat. 38°38'19" N., Long. 104°52'00" W.; thence to Lat. 38°36'20" N., Long. 104°52'00" W.; to Lat. 38°32'06" N., Long. 104°49'18" W.; to Lat. 38°32'06" N., Long. 104°45'00" W.; to Lat. 38°25'35" N., Long. 104°45'00" W.; to Lat. 38°25'35" N., Long. 104°49'00" W.; to Lat. 38°26'10" N., Long. 104°49'00" W.; to Lat. 38°26'10" N., Long. 104°57'13" W.; to Lat. 38°32'58" N., Long. 104°57'00" W.; thence northeast along Colorado Highway Number 115 to point of beginning.
Designated altitudes: Surface to and including 35,000 feet MSL; 35,000 feet MSL to and including 60,000 feet MSL, by NOTAM issued 24 hours in advance.
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Denver ARTC Center.
Using agency: Commanding General, Fort Carson, Colo.

AMENDMENTS 6/14/79 44 F. R. 23207 (Changed) Corr: 44 F. R. 46787

R-2604 Platteville, Colo.
Boundaries. A circular area with a 3,000-foot radius centered at lat. 40°10'48"N., long. 104°43'30"W.
Designated altitude. Surface to 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Denver Approach Control.
Using agency. Office of Telecommunications, Boulder, Colo.

§ 73.27 Connecticut

44 F. R. 680

§ 73.28 Delaware

44 F. R. 680

§ 73.29 Florida

44 F. R. 680

R-2901A Avon Park, Fla.
Boundaries. Beginning at lat. 27°44'45"N., long. 81°25'20"W.; via lat. 27°44'45"N., long. 81°11'40"W.; lat. 27°35'00"N., long. 81°09'00"W.; lat. 27°32'30"N., long. 81°07'30"W.; lat. 27°29'00"N., long. 81°13'30"W.; lat. 27°32'40"N., long. 81°16'50"W.; lat. 27°32'32"N., long. 81°21'40"W.; lat. 27°42'00"N., long. 81°25'20"W.; to point of beginning.
Designated altitudes. Surface to and including 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901B Avon Park, Fla.
Boundaries. Beginning at lat. 27°44'45"N., long. 81°25'20"W.; via lat. 27°44'45"N., long. 81°11'40"W.; lat. 27°35'00"N., long. 81°09'00"W.; lat. 27°32'40"N., long. 81°12'20"W.; lat. 27°32'32"N., long. 81°21'40"W.; lat. 27°42'00"N., long. 81°25'20"W.; to point of beginning.
Designated altitudes. 14,000 feet MSL to and including FL 180.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901C Avon Park, Fla.
Boundaries. Beginning at lat. 27°44'45"N., long. 81°25'20"W.; via lat. 27°46'00"N., long. 81°25'20"W.; thence east along Florida State Routes 60 and 630 to lat. 27°48'30"N., long. 81°14'00"W.; lat. 27°44'50"N., long. 81°14'00"W.; to point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901D Avon Park, Fla.
Boundaries. Beginning at lat. 27°46'00"N., long. 81°25'20"W.; via lat. 27°50'00"N., long. 81°25'20"W.; lat. 27°50'00"N., long. 81°14'00"W.; lat. 27°48'30"N., long. 81°14'00"W.; thence west along Florida State Routes 60 and 630 to the point of beginning.
Designated altitudes. 500 feet MSL to 4,000 feet MSL east of long. 81°21'00"W.; 1,000 feet AGL to 4,000 feet MSL west of long. 81°21'00"W.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901E Avon Park, Fla.
Boundaries. Beginning at lat. 27°50'00"N., long. 81°25'20"W.; via lat. 27°55'00"N., long. 81°25'20"W.; lat. 28°00'00"N., long. 81°21'00"W.; lat. 28°00'00"N., long. 81°14'00"W.; lat. 27°50'00"N., long. 81°14'00"W.; to point of beginning.
Designated altitudes. 1,000 feet MSL to 4,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901F Avon Park, Fla.
Boundaries. Beginning at lat. 27°32'32"N., long. 81°21'40"W.; via lat. 27°32'40"N., long. 81°16'50"W.; lat. 27°29'00"N., long. 81°13'30"W.; lat. 27°24'45"N., long. 81°11'00"W.; lat. 27°30'45"N., long. 81°17'50"W.; to point of beginning.
Designated altitudes. 4,000 feet MSL to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901G Avon Park, Fla.
Boundaries. Beginning at lat. 27°29'00"N., long. 81°13'30"W.; via lat. 27°32'30"N., long. 81°07'30"W.; lat. 27°29'30"N., long. 81°05'30"W.; lat. 27°24'45"N., long. 81°11'00"W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901H Avon Park, Fla.
Boundaries. Beginning at lat. 27°24'45"N., long. 81°11'00"W.; via lat. 27°29'30"N., long. 81°05'30"W.; lat. 27°21'00"N., long. 81°00'00"W.; to point of beginning.
Designated altitudes. 1,000 feet MSL to 4,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2901I Avon Park, Fla.
Boundaries. Beginning at lat. 27°24'45"N., long. 81°11'00"W.; via lat. 27°21'00"N., long. 81°00'00"W.; lat. 27°16'45"N., long. 81°06'00"W.; to point of beginning.
Designated altitudes. 1,500 feet MSL to 4,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTCC.
Using/scheduling agency. 56th TFW, MacDill AFB, Fla.

R-2903B Stevens Lake, Fla.
Boundaries: Within a 5 nautical mile radius of lat. 29°53'04" N., longitude 81°59'09" W., excluding the airspace bounded by lat. 29°53'45" N., long. 82°04'50" W.; lat. 29°52'35" N., long. 82°02'00" W.; lat. 29°50'27" N., long. 82°00'00" W.; lat. 29°48'30" N., long. 81°57'00" W.; with a southeast extension beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to the point of beginning; and a northeast extension beginning at lat. 29°59'50" N., long. 81°57'40" W.; to lat. 29°56'45" N., long. 81°53'15" W.; to lat. 29°55'30" N., long. 81°54'10" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to lat. 29°58'10" N., long. 81°59'10" W.; to point of beginning.
Designated altitudes: Within the circular area, surface to FL 230; within the southeast extension, surface to 7,000 feet MSL in the area beginning at lat. 29°52'30" N., long. 81°53'30" W.; to lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°48'30" N., long. 81°57'00" W.; counterclockwise along an arc of a circle 5 nautical miles in radius centered at lat. 29°53'04" N., long. 81°59'09" W.; to point of beginning. Surface to 5,000 feet MSL in the area beginning at lat. 29°51'10" N., long. 81°51'00" W.; to lat. 29°49'00" N., long. 81°46'20" W.; to lat. 29°44'50" N., long. 81°49'05" W.; to lat. 29°47'00" N., long. 81°53'55" W.; to lat. 29°51'10" N., long. 81°51'00" W.; within the northeast extension, surface to 7,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency: Department of Army Affairs, State of Fla., St. Augustine, Fla.

R-2904 Starke, Fla.
Boundaries. Beginning at lat. 30°03'30"N., long. 81°55'40"W.; to lat. 29°58'55"N., long. 81°55'40"W.; to lat. 29°58'55"N., long. 82°02'46"W.; to lat. 30°03'30"N., long. 82°02'46"W.; to point of beginning.
Designated altitudes. Surface to but not including 1800 feet MSL.
Time of designation. Daily, April through August 0800-1700 local. September through March, Saturday and Sunday 0800-1700 local. Other times by NOTAM at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Jacksonville TRACON.
Using agency. Department of Military Affairs, State Arsenal, St. Augustine, Fla.

R-2905A Tyndall AFB, Fla.
Boundaries. Beginning at lat. 30°01'30"N., long. 85°32'30"W., to lat. 30°01'15"N., long. 85°30'00"W., to lat. 29°56'00"N., long. 85°33'00"W., thence 3 nautical miles from and parallel to the shoreline to lat. 29°59'00"N., long. 85°36'30"W. to point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Intermittent, as announced by NOTAM, for periods of approximately 10 minutes during launch or recovery.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Air Defense Weapons Center, Tyndall AFB, Fla.

R-2905B Tyndall AFB, Fla.
Boundaries. Beginning at lat. 30°01'15"N., long. 85°30'00"W., to lat. 30°01'00"N., long. 85°27'00"W., to lat. 29°54'00"N., long. 85°27'00"W., thence 3 nautical miles from and parallel to the shoreline to lat. 29°56'00"N., long. 85°33'00"W., to point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Intermittent, as announced by NOTAM, for periods of approximately 10 minutes during launch or recovery.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Air Defense Weapons Center, Tyndall, AFB, Fla.

R-2906 Rodman, Fla.
Boundaries: A circle with a 5-nautical-mile radius centered at latitude 29°29'00" N., longitude 81°46'00" W.; excluding the area east of the east bank of the St. Johns River.
Designated altitudes: Surface to 14,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville TRACON.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC JAX), NAS Jacksonville, Fla.

R-2907 Lake George, Fla.
Subarea A
Boundaries: Beginning at latitude 29°23'00" N., longitude 81°31'10" W.; to latitude 29°12'30" N., longitude 81°30'00" W.; to latitude 29°12'30" N., longitude 81°38'30" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°20'30" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°40'00" W.; to latitude 29°23'00" N., longitude 81°39'10" W.; thence via a 5-nautical-mile arc centered at latitude 29°19'11" N., longitude 81°35'15" W.; to point of beginning.
Designated altitudes: Surface to FL 230.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Jacksonville Operating Area Coordination Center (JOACC), NAS Jacksonville, Fla.

Subarea B
Boundaries: Beginning at latitude 29°20'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°40'00" W.; to latitude 29°15'05" N., longitude 81°51'50" W.; to latitude 29°20'05" N., longitude 81°51'50" W.; to point of beginning.
Designated altitudes: Surface to 9,000 feet MSL from a line of longitude 81°40'00" W., to a line of longitude 81°42'55" W.; surface to 6,000 feet MSL from a line of longitude 81°42'55" W., to a line of longitude 81°51'50" W.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC JAX), NAS Jacksonville, Fla.

R-2908 Pensacola, Fla.
Boundaries. Bounded on the N by the Alabama-Florida shoreline; on the E by a line extending from Lat. 30°15'00" N, Long, 87°41'00" W to Lat. 30°11'20" N, Long. 87°44'15" W; on the S by a line 3 nautical miles from and parallel to the Alabama-Florida shoreline; and on the W by Long. 88°01'30" W.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. FAA, Pensacola RATCF.
Using agency. Commander, Training Air Wing SIX, Naval Air Station, Pensacola, Fla.

R-2910 Pinecastle, Fla.
Boundaries: A circle withi a 5-nautical mile radius centered at latitude 29°06'52" N., longitude 81°42'56" W.; with a northwest extension to the circle beginning at latitude 29°07'55" N., longitude 81°48'20" W.; to latitude 29°10'00" N., longitude 81°50'35" W.; to latitude 29°14'00" N., longitude 81°45'50" W.; to latitude 29°11'50" N., longitude 81°43'00" W.; and with a southeast extension to the circle beginning at latitude 29°10'05" N., longitude 81°38'50" W.; to latitude 28°57'55" N., longitude 81°28'25" W.; to latitude 28°53'50" N., longitude 81°33'45" W.; to latitude 29°03'05" N., longitude 81°47'00" W.
Designated altitudes: Surface to FL 230 within the 5-nautical mile radius. Surface to 9,000 feet MSL within the northwest extension. Surface to 9,000 feet MSL within the southeast extension from the circle to a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W. Surface to 6,000 feet MSL within that portion of the southeast extension that lies southeast of a line from latitude 29°04'25" N., longitude 81°33'55" W.; to latitude 28°58'50" N., longitude 81°40'30" W.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC JAX), NAS Jacksonville, Fla.

R-2914A Valparaiso, Fla.
Boundaries: Beginning at lat. 30°43'15" N., long. 86°25'00" W.; to lat. 30°43'45" N., long. 86°10'30" W.; to lat. 30°41'00" N., long. 86°05'10" W.; to lat. 30°24'00" N., long. 85°56'00" W.; to lat. 30°19'15" N., long. 85°56'00" W.; to lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°23'20" N., long. 86°08'10" W.; to lat. 30°30'45" N., long. 86°25'00" W.; thence to point of beginning.
Designated altitudes: Surface to unlimited, excluding that airspace within R-2917.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

R-2914B Valparaiso, Fla.
Boundaries: Beginning at lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°19'15" N., long. 85°56'00" W.; to lat. 30°11'00" N., long. 85°56'00" W.; thence 3 nautical miles from and parallel to the shoreline to lat. 30°15'00" N., long. 86°06'51" W.; to point of beginning.
Designated altitudes: 8,500 feet MSL to unlimited.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

R-2915A Eglin AFB, Fla.
Boundaries. Beginning at latitude 30°33'40" N., longitude 86°55'00" W.; to latitude 30°38'45" N., longitude 86°55'00" W.; thence along the L and N Railroad to latitude 30°42'45" N., longitude 86°45'45" W.;to latitude 30°42'50" N., longitude 86°38'02" W.; to latitude 30°29'01" N., longitude 86°38'02" W.; to latitude 30°26'30" N., longitude 86°51'30" W.; thence along the Navarre-Milton Highway to point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

R-2915B Eglin AFB, Fla.
Boundaries. Beginning at lat. 30°26'30" N., long. 86°51'30" W.; to lat. 30°29'01" N., long. 86°38'02" W.; to lat. 30°23'45"N., long. 86°38'15"W.; thence along the shoreline to lat. 30°22'46"N., long. 86°51'30"W.; to lat. 30°24'20" N., long. 86°48'00" W.; to point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

AMENDMENTS 3/8/79 44 F. R. 12640 (Changed)

R-2915C Eglin AFB, Fla.
Boundaries. Beginning at lat. 30°22'46"N., long. 86°51'30"W.; thence along the shoreline to lat. 30°23' 45" N., long. 86°38'15" W.; to lat. 30°20'50" N., long. 86°38'50" W.; thence 3 nautical miles from and parallel to the shoreline to lat. 30°19'30" N., long. 86°51'30" W.; to point of beginning.
Designated altitudes. 8,500 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC) Eglin AFB, Fla.

AMENDMENTS 3/8/79 44 F. R. 12640 (Changed)

R-2916 Cudjoe Key, Fla.
Boundaries. A circular area 4 statute miles in diameter centered at latitude 24°42'01" N., longitude 81° 30'30" W.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. USAF, 20th Air Division.

R-2917 DeFuniak Springs, Fla.
Boundaries: A circle with a 1½-mile radius centered at latitude 30°34'19" N., longitude 86°12'56" W.
Designated altitude: Surface to 5,000 feet MSL.
Time of designation: Continuous.
Using agency. Commander, Armament Development and Test Center (DTC), Eglin AFB, Fla.

R-2918 Valparaiso, Fla.
Boundaries: Beginning at latitude 30°43'10" N., longitude 86°27'37" W., to latitude 30°43'15" N., longitude 86°25'00" W., to latitude 30°33'00" N., longitude 86°25'00" W., to latitude 30°33'00" N., longitude 86°25'30" W., to latitude 30°37'00" N., longitude 86°25'30" W., to latitude 30°37'00" N., longitude 86°27'37" W., to point of beginning.
Designated altitudes: Surface to unlimited.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Jacksonville ARTC Center.
Using agency: Commander, Armament Development and Test Center, Eglin AFB, Fla.

R-2919A Valparaiso, Fla.
Boundaries. Beginning at lat. 30°30'45" N., long. 86°25'00" W.; to lat. 30°23'20" N., long. 86°08'10" W.; to lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°25'00" N., long. 86°22'26" W.; to lat. 30°25'00" N., long. 86° 25'00" W.; to point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

R-2919B Valparaiso, Fla.
Boundaries. Beginning at lat. 30°25'00" N., long. 86°22'26" W.; to lat. 30°22'00" N., long. 86°08'00" W.; to lat. 30°15'00" N., long. 86°06'15" W.; thence 3 nautical miles from and parallel to the shoreline to lat. 30°19' 45" N., long. 86°23'45" W.; to point of beginning.
Designated altitudes. 8,500 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Armament Development and Test Center (ADTC), Eglin AFB, Fla.

R-2921 Cape Kennedy, Fla.
Boundaries. Beginning at lat. 28°49'10"N., long. 80°50'45"W.; to lat. 28°51'15"N., long. 80°47'15"W.; to lat. 28°51'15"N., long. 80°42'20"W.; thence three nautical miles from and parallel to the shoreline to lat. 28°45'20"N., long. 80°38'25"W.; to lat. 28°42'10"N., long. 80°48'20"W.; to point of beginning.
Designated altitudes. 8,000 feet MSL to but not including FL 180.
Time of designation. Intermittent, to be activated by NOTAM at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

R-2922 Cape Kennedy, Fla.
Boundaries. Beginning at lat. 28°42'10"N., long. 80°48'20"W.; to lat. 28°45'20"N., long. 80°38'25"W.; to lat. 28°40'00"N., long. 80°40'28"W.; to lat. 28°38'00"N., long. 80°47'02"W.; to point of beginning.
Designated altitudes. 1200 feet MSL to but not including FL 180.
Time of designation. Intermittent, to be activated by NOTAM at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

R-2923 Cape Kennedy, Fla.
Boundaries. Beginning at Lat. 28°40'00"N., Long. 80°40'28"W.; to Lat. 28°41'40"N., Long. 80°35'00"W.; thence three nautical miles from, and parallel to the shoreline to Lat. 28°30'00"N., Long. 80°29'05"W.; to Lat. 28°30'00"N., Long. 80°36'42"W.; to Lat. 28°34'00"N., Long. 80°35'45"W.; to point of beginning.
Designated altitudes. Surface to 5000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2924 Cape Kennedy, Fla.
Boundaries. Beginning at Lat. 28°24'30"N., Long. 80°38'00"W.; to Lat. 28°24'30"N., Long. 80°30'30"W.; thence three nautical miles from, and parallel to the shoreline to Lat. 28°30'00"N., Long. 80°29'05"W.; to Lat. 28°30'00"N., Long. 80°36'42"W.; to point of beginning.
Designated altitudes. Surface to 5000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2925 Cape Kennedy, Fla.
Boundaries. Beginning at Lat. 28°40'00"N., Long. 80°40'28"W.; to Lat. 28°41'40"N., Long. 80°35'00"W.; thence three nautical miles from, and parallel to the shoreline to Lat. 28°24'30"N., Long. 80°30'30"W.; to Lat. 28°24'30"N., Long. 80°38'00"W.; to Lat. 28°34'00"N., Long. 80°35'45"W.; to point of beginning.
Designated altitudes. 5000 feet MSL to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick AFB, Fla.

R-2926 Cape Kennedy, Fla.
Boundaries. Beginning at lat. 28°38'00"N., long. 80°47'02"W.; to lat. 28°40'00"N., long. 80°40'28"W.; to lat. 28°34'00"N., long. 80°35'45"W.; to lat. 28°24'30"N., long. 80°38'00"W.; to lat. 28°24'30"N., long. 80°41'45"W.; to lat. 28°30'30"N., long. 80°43'30"W.; to lat. 28°37'35"N., long. 80°46'50"W.; to point of beginning.
Designated altitudes. Surface to unlimited—except that airspace below 1200 feet AGL west of line from lat. 28°31'20"N., long. 80°43'50"W.; to lat. 28°28'40"N., long. 80°40'30"W.; to lat. 28°24'30"N., long. 80°40'30"W.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

R-2927 Cape Kennedy, Fla.
Boundaries. Beginning at lat. 28°24'30"N., long. 80°41'45"W.; to lat. 28°24'30"N., long. 80°30'30"W.; to lat. 28°22'30"N., long. 80°35'00"W.; to lat. 28°22'30"N., long. 80°40'50"W.; to point of beginning.
Designated altitudes. 8,000 feet MSL to but not including FL 180.
Time of designation. Intermittent, to be activated by NOTAM at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

R-2928 Cape Kennedy, Fla.
Boundaries. Beginning at lat. 28°40'00"N., long. 80°40'28"W.; to lat. 28°45'20"N., long. 80°38'25"W.; thence three nautical miles from and parallel to the shoreline to lat. 28°41'40"N., long. 80°35'00"W.; to point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Miami ARTC Center.
Using agency. Commander, Air Force Eastern Test Range, Patrick Air Force Base, Fla.

§ 73.30 Georgia

R-3002A Fort Benning, Ga.
Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence along the Central of Georgia Railroad to lat. 32°20'54" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°53'10" W.; thence along the Chattahoochee River to lat. 32°14'40" N., long. 84°55'30" W.; to lat. 32°14'40" N., long. 84°58'42" W.; to lat. 32°20'15" N., long. 84°58' 42" W.; thence along the north side of Dixie Road to lat. 32°21'10" N., long. 84°56'45" W.; to lat. 32°22'30" N., long. 84°56'45" W.; thence along Upatoi Creek to lat. 32°24'00" N., long. 84°53'30" W.; to lat. 32°29'17" N., long. 84°52'32" W.; to lat. 32°29'17" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°52'21" W.; to lat. 32°30'50" N., long. 84°52'15" W.; thence along the Central of Georgia Railroad to point of beginning.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.
Using agency. Commanding Officer, Fort Benning, Ga.

R-3002B Fort Benning, Ga.
Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence along the Central of Georgia Railroad to lat. 32°20'54" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°53'10" W.; thence along the Chattahoochee River to lat. 32°14'40" N., long. 84°55'30" W.; to lat. 32°14'40" N., long. 84°58'42" W.; to lat. 32°20'15" N., long. 84°58' 42" W.; thence along the north side of Dixie Road to lat. 32°21'10" N., long. 84°56'45" W.; to lat. 32°22'30" N., long. 84°56'45" W.; thence along Upatoi Creek to lat. 32°24'00" N., long. 84°53'30" W.; to lat. 32°29'17" N., long. 84°52'32" W.; to lat. 32°29'17" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°52'21" W.; to lat. 32°30'50" N., long. 84°52'15" W.; thence along the Central of Georgia Railroad to point of beginning.
Designated altitudes. 4,000 feet MSL to 8,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.
Using agency. Commanding Officer, Fort Benning, Ga.

R-3002C Fort Benning, Ga.
Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence along the Central of Georgia Railroad to lat. 32°20'54" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°47'20" W.; to lat. 32°15'25" N., long. 84°53'10" W.; thence along the Chattahoochee River to lat. 32°14'40" N., long. 84°55'30" W.; to lat. 32°14'40" N., long. 84°58'42" W.; to lat. 32°20'15" N., long. 84°58' 42" W.; thence along the north side of Dixie Road to lat. 32°21'10" N., long. 84°56'45" W.; to lat. 32°22'30" N., long. 84°56'45" W.; thence along Upatoi Creek to lat. 32°24'00" N., long. 84°53'30" W.; to lat. 32°29'17" N., long. 84°52'32" W.; to lat. 32°29'17" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°51'35" W.; to lat. 32°30'19" N., long. 84°52'21" W.; to lat. 32°30'50" N., long. 84°52'15" W.; thence along the Central of Georgia Railroad to point of beginning.
Designated altitudes. 8,000 feet MSL to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.
Using agency. Commanding Officer, Fort Benning, Ga.

R-3002D Fort Benning, Ga.
Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; thence along the Central of Georgia Railroad to lat. 32°32'10" N., long. 84°40'40" W.; to lat. 32°31'20" N., long. 84°40'20" W.; thence along Upatoi Creek to lat. 32°31'46" N., long. 84°39'25" W.; to lat. 32°18'30" N., long. 84°39'25" W.; to lat. 32°18'55" N., long. long. 84°41'45" W.; thence northwest to point of beginning.
Designated altitudes. Surface to 8,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.
Using agency. Commanding Officer, Fort Benning, Ga.

R-3002E Fort Benning, Ga.
Boundaries. Beginning at lat. 32°31'46" N., long. 84°51'13" W.; thence along the Central of Georgia Railroad to lat. 32°32'10" N., long. 84°40'40" W.; to lat. 32°31'20" N., long. 84°40'20" W.; thence along Upatoi Creek to lat. 32°31'46" N., long. 84°39'25" W.; to lat. 32°18'30" N., long. 84°39'25" W.; to lat. 32°18'55" N., long. 84°41'45" W.; thence northwest to point of beginning.
Designated altitudes. 8,000 feet MSL to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, ATC Tower, Columbus, Ga.
Using agency. Commanding Officer, Fort Benning, Ga.

R-3002F Fort Benning, Ga.
Boundaries. Beginning at lat. 32°31'46"N., long. 84°51'13"W.; thence along the Central of Georgia Railroad to lat. 32°32'10"N., long. 84°40'40"W.; to lat. 32°31'20"N., long. 84°40'20"W.; thence along Upatoi Creek to lat. 32°31'46"N., long. 84°39'25"W.; to lat. 32°18'30"N., long. 84°39'25"W.; to lat. 32°18'55"N., long. 84°41'45"W.; thence along the Central of Georgia Railroad to lat. 32°20'54"N., long. 84°47'20"W.; to lat. 32°20'00"N., long. 84°47'20"W.; to lat. 32°27'00"N., long. 84°52'53"W.; to lat. 32°29'17"N., long. 84°52'32"W.; to lat. 32°29'17"N., long. 84°51'35"W.; to lat. 32°30'19"N., long. 84°51'35"W.; to lat. 32°30'19"N., long. 84°52'21"W.; to lat. 32°30'50"N., long. 84°52'15"W.; thence along the Central of Georgia Railroad to point of beginning.
Designated altitudes. 14,000 feet MSL to FL 250.
Time of designation. Intermittent, activated by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Atlanta ARTC Center.
Using agency. Commanding Officer, Fort Benning, Ga.

AMENDMENTS 11/29/79 44 F. R. 57081 (Rewritten)

R-3003 Fort Gordon, Ga.
Boundaries. Beginning at latitude 33°23'35" N., longitude 82°08'30" W.; to latitude 33°22'15" N., longitude 82°08'18" W.; to latitude 33°21'35" N., longitude 82°09'10" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to latitude 33°25'00" N., longitude 82°12'00" W.; to point of beginning.
Designated altitude. Surface to 4,000 feet MSL.
Time of designation. 0730 to 1700 local time, Monday through Sunday and at other times when published by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Augusta, Ga., ATC Tower.
Using agency. Commanding Officer, Fort Gordon, Ga.

R-3004 Fort Gordon, Ga.
Boundaries. Beginning at latitude 33°21'53" N., longitude 82°12'15" W.; to latitude 33°19'43" N., longitude 82°12'15" W.; to latitude 33°16'20" N., longitude 82°18'00" W.; to latitude 33°17'29" N., longitude 82°23'00" W.; to latitude 33°21'15" N., longitude 82°18'47" W.; to latitude 33°22'15" N., longitude 82°17'00" W.; to point of beginning.
Designated altitudes. Surface to 17,000 feet MSL.
Time of designation. As published by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commanding Officer, Fort Gordon, Ga.

R-3005A Fort Stewart, Ga.
Boundaries. Beginning at latitude 32°04'40" N., longitude 81°50'00" W.; to latitude 32°07'00" N., longitude 81°43'30" W.; to latitude 32°06'15" N., longitude 81°31'30" W.; to latitude 32°05'30" N., longitude 81°31'30" W.; to latitude 32°05'15" N., longitude 81°30'00" W.; to latitude 31°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.

§ 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: Honolulu Air Route Traffic Control Center.

Using agency: Commanding Officer, Pacific Missile Range Facility, Hawaii (COPMRFAC HAWAII).

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: Commanding Officer, Pacific Missile Range Facility, Hawaii (COPMRFAC HAWAII).

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 lat. 20°36'20"N., long. 156°36'30"W.; to lat. 20°36'20"N., long. 156°34'50"W.; to lat. 20°35'20"N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.

Designated altitudes: Surface to 10,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Honolulu ARTC Center.

Using agency: Commander, Fleet Training Group Pearl Harbor (COMFLETRAGRU PEARL).

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 lat. 20°36'20"N., long. 156°36'30"W.; to lat. 20°36'20"N., long. 156°34'50"W.; to lat. 20°35'20"N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.

Designated altitudes: 10,000 feet MSL to FL 180.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.

Using agency: Commander, Fleet Training Group Pearl Harbor (COMFLETRAGRU PEARL).

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 lat. 20°36'20"N., long. 156°36'30"W.; to lat. 20°36'20"N., long. 156°34'50"W.; to lat. 20°35'20"N., longitude 156°31'45" W.; thence clockwise 1 mile from and parallel to the shoreline to latitude 20°30'20" N., longitude 156°31'45" W.; to latitude 20°30'00" N., longitude 156°31'00" W.; to latitude 20°28'30" N., longitude 156°30'45" W.; thence clockwise 3 nautical miles from and parallel to the shoreline to latitude 20°35'25" N., longitude 156°43'00" W.; to the point of beginning.
Designated altitudes: FL 180 to unlimited.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Training Group Pearl Harbor (COMFLETRAGRU PEARL).

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 FL 180
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Training Group Pearl Harbor (COMFLETRAGRU PEARL).

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: FL 180 to FL 300
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Honolulu ARTC Center.
Using agency: Commander, Fleet Training Group Pearl Harbor (COMFLETRAGRU PEARL).

R-3109A Schofield-Makua, Oahu, Hawaii
Boundaries. Beginning at lat. 21°30'29"N., long. 158°04'09"W.; to lat. 21°29'25"N., long. 158°05'00"W.; to lat. 21°27'28"N., long. 158°05'55"W.; to lat. 21°29'11"N., long. 158°07'35"W.; to lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to lat. 21°32'14"N., long. 158°05'12"W.; to the point of beginning.
Designated altitudes. Surface to but not including 9,000 feet MSL.
Time of designation. Intermittent.
Controlling agency. FAA, Honolulu Flight Service Station.
Using agency. U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3109B Schofield-Makua, Oahu, Hawaii
Boundaries. Beginning at lat. 21°30'29"N., long. 158°04'09"W.; to lat. 21°29'25"N., long. 158°05'00"W.; to lat. 21°27'28"N., long. 158°05'55"W.; to lat. 21°29'11"N., long. 158°07'35"W.; to lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to lat. 21°32'14"N., long. 158°05'12"W.; to the point of beginning.
Designated altitudes. From 9,000 feet MSL to but not including 19,000 feet MSL.
Time of designation. Intermittent.
Controlling agency. FAA, Honolulu Flight Service Station.
Using agency. U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3109C Schofield-Makua, Oahu, Hawaii
Boundaries. Beginning at lat. 21°30'29"N., long. 158°04'09"W.; to lat. 21°29'25"N., long. 158°05'00"W.; to lat. 21°27'28"N., long. 158°05'55"W.; to lat. 21°29'11"N., long. 158°07'35"W.; to lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to lat. 21°32'14"N., long. 158°05'12"W.; to the point of beginning.
Designated altitudes. From 19,000 feet MSL to 29,000 feet MSL.
Time of designation. Intermittent.
Controlling agency. FAA, Honolulu Flight Service Station.
Using agency. U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3110A Schofield-Makua, Oahu, Hawaii
Boundaries. Beginning at lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°31'00"N., long. 158°14'00"W.; to lat. 21°32'30"N., long. 158°14'30"W.; to lat. 21°33'15"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°13'15"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to the point of beginning.
Designated altitudes. Surface to but not including 9,000 feet MSL.
Time of designation. Intermittent.
Controlling agency. FAA, Honolulu Flight Service Station.
Using agency. U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3110B Schofield-Makua, Oahu, Hawaii
Boundaries. Beginning at lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°31'00"N., long. 158°14'00"W.; to lat. 21°32'30"N., long. 158°14'30"W.; to lat. 21°33'15"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°13'15"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to the point of beginning.
Designated altitudes. From 9,000 feet MSL to but not including 19,000 feet MSL.
Time of designation. Intermittent.
Controlling agency. FAA, Honolulu Flight Service Station.
Using agency. U. S. Army, Hawaii, Schofield Barracks, Hawaii.

R-3110C Schofield-Makua, Oahu, Hawaii
Boundaries. Beginning at lat. 21°29'30"N., long. 158°08'40"W.; to lat. 21°31'00"N., long. 158°14'00"W.; to lat. 21°32'30"N., long. 158°14'30"W.; to lat. 21°33'15"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°15'15"W.; to lat. 21°34'30"N., long. 158°13'15"W.; to lat. 21°33'15"N., long. 158°08'40"W.; to the point of beginning.
Designated altitudes. From 19,000 feet MSL to 29,000 feet MSL.
Time of designation. Intermittent.
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: Honolulu Air Route Traffic Control Center.
Using agency: Commanding Officer, Pacific Missile Range Facility Hawaii (COPMRFAC HAWAII).

§ 73.32 Idaho

R-3202 Saylor Creek, Idaho
SUBAREA A
Boundaries. Beginning at latitude 42°53'00" N., longitude 115°42'20" W.; to latitude 42°53'00" N., longitude 115°24'15" W.; to latitude 42°36'00" N., longitude 115°24'15" W.; to latitude 42°36'00" N., longitude 115°42'20" W.; to point of beginning.
Designated altitudes. Surface to flight level 180.
Time of designation. Daily 0600 to 0200 local time. Other times by NOTAM.
Controlling agency. FAA, Salt Lake City ARTC Center.
Using agency. Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho.

AMENDMENTS 12/28/78 43 F. R. 52214 (Changed)

SUBAREA B
Boundaries. Beginning at latitude 42°36'00" N., longitude 115°37'00" W.; to latitude 42°36'00" N., longitude 115°30'00" W.; to latitude 42°33'00" N., longitude 115°30'00" W.; to latitude 42°33'00" N., longitude 115°37'00" W.; to point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Daily 0600 to 0200 local time. Other times by NOTAM.
Controlling agency. FAA, Salt Lake City ARTC Center.
Using agency. Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho.

AMENDMENTS 12/28/78 43 F. R. 52214 (Changed)

SUBAREA C
Boundaries. Beginning at latitude 42°33'00" N., longitude 115°37'00" W.; to latitude 42°33'00" N., longitude 115°30'00" W.; to latitude 42°07'00" N., longitude 115°30'00" W.; to latitude 42°07'00" N., longitude 115°37'00" W.; to point of beginning.
Designated altitudes. Surface to 11,000 feet MSL.
Time of designation. Daily 0600 to 0200 local time. Other times by NOTAM.
Controlling agency. FAA, Salt Lake City ARTC Center.
Using agency. Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho.

AMENDMENTS 12/28/78 43 F. R. 52214 (Changed)

§ 73.33 Illinois

R-3302 Savanna, Ill.

Boundaries. A circular area with a 1,500-foot radius centered on latitude 42°13'59" N., longitude 90°21'43" W.
Designated altitudes. Surface to 2,300 feet MSL.
Time of designation. 0800 to 2200 c.s.t.
Using agency. Commanding Officer, Ordnance Depot, Savanna, Ill.

§ 73.34 Indiana

R-3401A Atterbury Reserve Forces Training Area, Ind.

Boundaries. Beginning at Lat. 39°21'30" N, Long. 86°06'00" W; to Lat. 39°21'30" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 85°59'30" W; to Lat. 39°13'00" N, Long. 86°06'00" W; to the point of beginning.
Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Adjutant General, State of Indiana, Indianapolis, IN.

R-3401B Atterbury Reserve Forces Training Area, Ind.

Boundaries. Beginning at lat. 39°22'00" N., long. 86°06'40" W.; to lat. 39°22'00" N., long. 85°59'30" W.; to lat. 39°21'30" N., long. 85°59'30" W.; to lat. 39°21'30" N., long. 86°06'00" W.; to lat. 39°13'00" N., long. 86°06'00" W.; to lat. 39°13'00" N., long. 85°59'30" W.; to lat. 39°12'30" N., long. 85°59'30" W.; to lat. 39°12'30" N., long. 86°09'50" W.; to lat. 39°19'00" N., long. 86°11'20" W.; to point of beginning.
Designated altitude. 1200 feet AGL to and including 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Adjutant General, State of Indiana, Indianapolis, Ind.

R-3403A Jefferson Proving Ground, Ind.
Boundaries. Beginning at latitude 39°02'57" N., longitude 85°27'42" W.; to latitude 39°02'00" N., longitude 85°22'00" W.; to latitude 38°56'06" N., longitude 85°22'00" W.; to latitude 38°50'35" N., longitude 85°22'50" W.; to latitude 38°50'00" N., longitude 85°24'00" W.; to latitude 38°50'00" N., longitude 85°27'42" W.; to the point of beginning.
Designated altitudes. Surface to 43,000 feet MSL.
Time of designation. Daily, 0800 to 2300 local time.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

R-3403B Jefferson Proving Ground, Ind.
Boundaries. Beginning at lat. 39°05'00"N., long. 85°30'00"W.; to lat. 39°05'00"N., long. 85°22'00"W.; to lat. 39°02'00"N., long. 85°22'00"W.; to lat. 39°02'57"N., long. 85°27'42"W.; to lat. 38°55'00"N., long. 85°27'42"W.; to lat. 38°57'30"N., long. 85°30'00"W.; to point of beginning.
Designated altitudes. 1200 feet AGL to FL 180.
Time of designation. Daily 0800 to 2300 local time.
Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.
Using agency. Commanding Officer, Jefferson Proving Ground, Madison, Ind.

R-3404 Crane, Ind.

Boundaries. A circular area 1 nautical mile in diameter, centered on latitude 38°49'18" N., longitude 86°50'03" W.
Designated altitudes. Surface to 2,500 feet MSL.
Controlling agency. Federal Aviation Administration, Indianapolis ARTCC.
Time of designation. Sunrise to sunset daily from May 1 through and including November 1. Other times by NOTAM 24 hours in advance.
Using agency. Commanding Officer, Naval Ammunition Depot, Crane, IN.

AMENDMENTS 11/29/79 44 F. R. 53739 (Changed)

§ 73.35 Iowa

§ 73.36 Kansas

R-3601A Brookville, Kans.
Boundaries. Beginning at latitude 38°45'20" N., longitude 97°46'00" W.; to latitude 38°39'45" N., longitude 97°46'00" W.; along the Missouri Pacific Railroad to latitude 38°38'20" N., longitude 97°47'30" W.; to latitude 38°38'20" N., longitude 97°56'00" W.; to latitude 38°45'20" N., longitude 97°56'00" W.; to point of beginning.
Designated altitudes. Surface to FL 180.
Time of designation. Monday through Saturday, sunrise to 2400 c.s.t.; other times by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commander, Kansas ANG, McConnell AFB, Kans.

AMENDMENTS 11/29/79 44 F. R. 57081 (Changed)

R-3601B Brookville, Kans.
Boundaries. Beginning at latitude 38°38'20" N., longitude 97°50'00" W.; to latitude 38°35'00" N., longitude 97°50'00" W.; to latitude 38°35'00" N., longitude 97°56'00" W.; to latitude 38°38'20" N., longitude 97°56'00" W.; to point of beginning.
Designated altitudes. Surface to 6,500 feet MSL.
Time of designation. Monday through Saturday, sunrise to 2400 c.s.t.; other times by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commander, Kansas ANG, McConnell AFB, Kans.

AMENDMENTS 11/29/79 44 F. R. 57081 (Changed)

R-3602 Manhattan, Kans.
Subarea A
Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence along the southern edge of the Chicago, Rock Island and Pacific Railroad right-of-way to latitude 39°18'33" N., longitude 96°57'39" W.; thence south to the shoreline of the main body of Milford Reservoir at latitude 39°12'27" N., longitude 96°57'39" W.; thence along the shoreline of the main body of Milford Reservoir to latitude 39°10'58" N., longitude 96°55'00" W.; to latitude 39°10'58" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°53'13" W.; to latitude 39°08'22" N., longitude 96°49'52" W.; thence north along U. S. Highway No. 77 to the point of beginning.
Designated altitudes: Surface to 29,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Kansas City ARTC Center.
Using agency: Commanding General, Fort Riley, Kans.

Subarea B
Boundaries: Beginning at latitude 39°17'45" N., longitude 96°49'50" W.; thence south along U. S. Highway No. 77 to latitude 39°07'54" N., longitude 96°49'52" W.; to latitude 39°04'24" N., longitude 96°52'22" W.; to latitude 39°04'24" N., longitude 96°51'15" W.; thence clockwise along the arc of a 4 nautical mile radius circle centered on the Marshall Army Air Field 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.
PENDING AMENDMENT
R-3602 Manhattan, Kans., Subarea B is amended by deleting "to lat. 39°05'17"N., long. 96°45'40"W.;" and substituting "to lat. 39°05'25"N., long. 96°46'17"W.; to lat. 39°06'25"N., long. 96°44'40"W.;" therefor.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

§ 73.37 Kentucky

R-3701A Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°39'00"N., long. 87°32'30"W., to lat. 36°39'15"N., long. 87°30'12"W., to lat. 36°39'30"N., long. 87°29'45"W., to Lat. 36°39'30"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'00"N., long. 87°32'22"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'19"N., long. 87°34'13"W., thence to point of beginning.
Altitudes. Surface to and including 5,000 feet MSL.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3701B Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°39'00"N., long. 87°32'30"W., to lat. 36°39'15"N., long. 87°30'12"W., to lat. 36°39'30"N., long. 87°29'45"W., to lat. 36°39'30"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'00"N., long. 87°32'22"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'19"N., long. 87°34'13"W., thence to point of beginning.
Altitudes. 5,000 feet MSL to and including 10,000 feet MSL.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3701C Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°39'00"N., long. 87°32'30"W., to lat. 36°39'15"N., long. 87°30'12"W., to lat. 36°39'30"N., long. 87°29'45"W., to lat. 36°39'30"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'00"N., long. 87°32'22"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'19"N., long. 87°34'13"W., thence to point of beginning.
Altitudes. 10,000 feet MSL to and including FL 180.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3702A Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°43'30"N., long. 87°48'15"W., to lat. 36°43'30"N., long. 87°43'00"W., to lat. 36°42'00"N., long. 87°40'30"W., to lat. 36°39'00"N., long. 87°40'00"W., to lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°38'19"N., long. 87°34'13"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'00"N., long. 87°32'32"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°32'00"N., long. 87°32'30"W., to lat. 36°32'00"N., long. 87°35'00"W., to lat. 36°33'30"N., long. 87°42'30"W., to lat. 36°35'30"N., long. 87°45'00"W., to lat. 36°37'30"N., long. 87°48'15"W., thence to point of beginning.
Altitudes. Surface to and including FL 220.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3702B Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°43'30"N., long. 87°48'15"W., to lat. 36°43'30"N., long. 87°43'00"W., to lat. 36°42'00"N., long. 87°40'30"W., to lat. 36°39'00"N., long. 87°40'00"W., to lat. 36°39'00"N., long. 87°34'13"W., to lat. 36°38'19"N., long. 87°34'13"W., to lat. 36°38'21"N., long. 87°32'42"W., to lat. 36°38'00"N., long. 87°32'32"W., to lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°32'00"N., long. 87°32'30"W., to lat. 36°32'00"N., long. 87°35'00"W., to lat. 36°33'30"N., long. 87°42'30"W., to lat. 36°35'30"N., long. 87°45'00"W., to lat. 36°37'30"N., long. 87°48'15"W., thence to point of beginning.
Altitudes. FL 220 to and including FL 270.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3703A Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°29'50"W., to lat. 36°34'00"N., long. 87°29'50"W., to lat. 36°32'00"N., long. 87°32'30"W., thence to point of beginning.
Altitudes. Surface to and including 5,000 feet MSL.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3703B Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°29'50"W., to lat. 36°34'00"N., long. 87°29'50"W., to lat. 36°32'00"N., long. 87°32'30"W., thence to point of beginning.
Altitudes. 5,000 feet MSL to and including 10,000 feet MSL.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3703C Fort Campbell, Ky.
Boundaries. Beginning at lat. 36°37'41"N., long. 87°31'54"W., to lat. 36°38'23"N., long. 87°31'22"W., to lat. 36°38'23"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°28'33"W., to lat. 36°37'12"N., long. 87°29'50"W., to lat. 36°34'00"N., long. 87°29'50"W., to lat. 36°32'00"N., long. 87°32'30"W., thence to point of beginning.
Altitudes. 10,000 feet MSL to FL 180.
Time of designation. By NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Memphis ARTC Center.
Using agency. Commanding General, Fort Campbell, Ky.

R-3704 Fort Knox, Ky.
Boundaries. Beginning at Lat. 37°59'00" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°45'00" W; to Lat. 37°47'30" N, Long. 85°55'30" W; along U. S. Highway 31-W to Lat. 37°50'45" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°55'17" N, Long. 85°56'46" W; to Lat. 37°55'17" N, Long. 85°57'16" W; to Lat. 37°56'04" N, Long. 85°57'33" W; to Lat. 37°56'23" N, Long. 85°57'00" W; along Wilson Road to Lat. 37°58'00" N, Long. 85°57'45" W; along the Illinois Central Railroad to Lat. 37°59'00" N, Long. 85°57'00" W; to Lat. 38°01'00" N, Long. 85°54'30" W; along Kentucky Route 44 to Lat. 38°00'30" N, Long. 85°52'00" W; to Lat. 37°59'00" N, Long. 85°52'00" W; to the point of beginning.
Designated altitudes: Subarea A surface to and including 10,000 feet MSL.
Subarea B from 10,000 feet MSL to 20,000 feet MSL.
Time of designation: Subarea A 0600 to 2400 e.s.t.; other times by NOTAM 24 hours in advance.
Subarea B by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Standiford Control Tower, Louisville, Ky.
Using agency. Commanding General, U. S. Army Armor Center, Fort Knox, Ky.

§ 73.38 Louisiana

R-3801A Camp Claiborne, La.
Boundaries. Beginning at latitude 31°18'00" N., longitude 92°46'30" W.; to latitude 31°13'55" N., longitude 92°49'45" W.; to latitude 31°23'40" N., longitude 93°05'45" W.; to latitude 31°27'30" N., longitude 93°03'00" W.; to point of beginning.
Designated altitudes. 1,500 feet AGL to and including 4,000 feet MSL northwest of a line extending from latitude 31°20'50" N., longitude 92°51'15" W.; to latitude 31°16'40" N., longitude 92°54'30" W.; and 500 feet AGL to and including 4,000 feet MSL southeast of a line extending from latitude 31°20'50" N., longitude 92°51'15" W.; to latitude 31°16'40" N., longitude 92°54'30" W.
Time of designation. Continuous.
Controlling agency. FAA, Houston ARTC Center.
Using agency. Commander, England AFB, La.

R-3801B Camp Claiborne, La.
Boundaries. Beginning at latitude 31°11'45" N., longitude 92°30'15" W.; to latitude 31°05'15" N., longitude 92°34'50" W.; to latitude 31°13'55" N., longitude 92°49'45" W.; to latitude 31°18'00" N., longitude 92°46'30" W.; to latitude 31°15'15" N., longitude 92°41'45" W.; to latitude 31°17'10" N., longitude 92°40'10" W.; to point of beginning.
Designated altitudes. Surface to and including 7,000 feet MSL.
Time of designation. Continuous.
Controlling agency. FAA, Houston ARTC Center.
Using agency. Commander, England AFB, La.

R-3801C Camp Claiborne, La.
Boundaries. Beginning at latitude 31°11'45" N., longitude 92°30'15" W.; to latitude 31°05'15" N., longitude 92°34'50" W.; to latitude 31°13'55" N., longitude 92°49'45" W.; to latitude 31°18'00" N., longitude 92°43'30" W.; to latitude 31°15'15" N., longitude 92°41'45" W., to latitude 31°17'10" N., longitude 92°40'10" W.; to point of beginning.
Designated altitudes. 7,000 feet MSL to and including 14,000 feet MSL.
Time of designation. Continuous. R-3801C shall not be activated unless the Houston ARTC Center radar (Alexandria system) is operational.
Controlling agency. FAA, Houston ARTC Center.
Using agency. Commander, England AFB, La.

R-3803A Fort Polk, La.
Boundaries. Beginning at lat. 31°23'36"N., long. 93°09'57"W.; to lat. 31°23'12"N., long. 93°09'48"W.; to lat. 31°22'00"N., long. 93°10'05"W.; to lat. 31°19'16"N., long. 93°11'10"W.; to lat. 31°19'16"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°16'42"W.; to lat. 31°23'35"N., long. 93°13'24"W.; to point of beginning.
Designated altitudes. Surface to FL 180.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.
Using agency. Commanding General, Fort Polk, La.

R-3803B Fort Polk, La.
Boundaries. Beginning at lat. 31°23'36"N., long. 93°09'57"W.; to lat. 31°23'12"N., long. 93°09'48"W.; to lat. 31°22'00"N., long. 93°10'05"W.; to lat. 31°19'16"N., long. 93°11'10"W.; to lat. 31°19'16"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°20'15"W.; to lat. 31°24'30"N., long. 93°16'42"W.; to lat. 31°23'35"N., long. 93°13'24"W.; to point of beginning.
Designated altitudes. FL 180 to FL 450.
Time of designation. As activated by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.
Using agency. Commanding General, Fort Polk, La.

R-3804A Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W. to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.

Designated altitudes. Surface to FL 180.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Houston; Tex. ARTC Center.

Using agency. Commanding General, Fort Polk, Louisiana.

R-3804B Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°10'52" W.; to latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°06'10" N., longitude 93°08'11" W.; to latitude 31°04'14" N., longitude 93°12'30" W.; to point of beginning.

Designated altitudes. Surface to 3,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration. Houston, Tex., ARTC Center.

Using agency. Commanding General, Fort Polk, Louisiana.

R-3804C Fort Polk, La.

Boundaries. Beginning at latitude 31°00'52" N., longitude 93°08'11" W.; to latitude 31°00'52" N., longitude 92°56'52" W.; to latitude 31°00'19" N., longitude 92°56'13" W.; to latitude 31°00'19" N., longitude 92°54'22" W.; to latitude 31°03'54" N., longitude 92°51'33" W.; to latitude 31°09'34" N., longitude 92°58'24" W.; to latitude 31°09'34" N., longitude 93°00'55" W.; to latitude 31°08'42" N., longitude 93°01'54" W.; to latitude 31°08'42" N., longitude 93°08'11" W.; to point of beginning.

Designated altitudes. FL 180 to FL 450.

Controlling agency. Federal Aviation Administration, Houston, Tex., ARTC Center.

Time of designation. As published by NOTAM 24 hours in advance.

Using agency. Commanding General, Fort Polk, La.

R-3806 England Air Force Base, La.

Boundaries. Beginning at latitude 31°03'00" N., longitude 92°49'30" W.; to latitude 30°58'00" N., longitude 92°39'00" W.; to latitude 30°38'00" N., longitude 92°49'00" W.; to latitude 30°43'00" N., longitude 92°58'00" W.; to latitude 30°50'30" N., longitude 93°01'00" W.; to latitude 30°55'25" N., longitude 92°54'40"W.; to point of beginning.

Designated altitudes. 500 feet AGL to and including 7,000 feet MSL, excluding the airspace below 1,500 feet AGL within a two-nautical-mile radius of the City of Elizabeth, La.

Time of designation. Daylight hours, Monday through Friday.

Controlling agency. Federal Aviation Administration, Houston ARTC Center.

Using agency. Commander, 23rd Tactical Fighter Wing, England AFB, La.

§ 73.39 Maine

§ 73.40 Maryland

R-4001A Aberdeen, Md.

Boundaries. Beginning at lat. 39°30'30" N., long. 76°10'00" W.; to lat. 39°29'00" N., long. 76°08'00" W.; to lat. 39°29'30" N., long. 76°05'00" W.; to lat. 39°27'00" N., long. 76°00'30" W.; to lat. 39°19'47" N., long. 76°11'34" W.; to lat. 39°17'30" N., long. 76°12'59" W.; to lat. 39°16'24" N., long. 76°16'18" W.; to lat. 39°17'13" N., long. 76°18'49" W.; to lat. 39°19'41" N., long. 76°22'01" W.; to lat. 39°22'00" N., long. 76°22'00" W.; to lat. 39°23'28" N., long. 76°20'40" W.; to lat. 39°26'10" N., long. 76°14'50" W.; to lat. 39°27'00" N., long. 76°12'30" W.; to point of beginning.

Designated altitudes and time of designation.

1. Surface to unlimited, 0700 to 2400 local time.
2. Surface to 10,000 feet MSL, 0000 to 0700 local time; higher altitudes by NOTAM issued 24 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, Aberdeen Proving Ground, Md.

R-4001B Aberdeen, Md.

Boundaries. Beginning at lat. 39°17'30" N., long. 76°12'59" W.; to lat. 39°12'10" N., long. 76°16'30" W.; to lat. 39°12'45" N., long. 76°22'30" W.; to lat. 39°17'30" N., long. 76°19'45" W.; to lat. 39°18'30" N., long. 76°22'00" W.; to lat. 39°19'41" N., long. 76°22'01" W.; to lat. 39°17'13" N., long. 76°18'49" W.; to lat. 39°16'24" N., long. 76°16'18" W.; to point of beginning.

Designated altitudes. Surface to 10,000 feet MSL, higher altitudes by NOTAM issued 24 hours in advance.

Time of designation. Intermittent, as activated by NOTAM 24 hours in advance.

Controlling agency. Federal Aviation Administration, Washington ARTC Center.

Using agency. Commanding General, Aberdeen Proving Ground, Md.

AMENDMENTS 8/9/79 44 F. R. 29439 (Changed)

R-4002 Bloodsworth Island, Md.
Boundaries. Beginning at Lat. 38°13'00" N, Long. 76°00'00" W; to Lat. 38°08'00" N, Long. 76°00' CJ" W; to Lat. 38°08'00" N, Long. 76°08'50" W; to Lat. 38°13'00" N, Long. 76°11'20" W; to the point of beginning.
Designated altitudes. Surface to and including 20,000 feet MSL.
Time of designation. From sunrise to 2400 hours, local time, daily, other times as specified in a NOTAM issued 48 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding Officer, Naval Amphibious School Little Creek, Norfolk, Va.

R-4005 Patuxent River, Md.
Boundaries. Beginning at latitude 38°05'40" N., longitude 76°33'32" W.; to latitude 38°11'10" N., longitude 76°25'10" W.; to latitude 38°18'20" N., longitude 76°17'05" W.; to latitude 38°18'26" 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-4007A Patuxent River, Md.
Boundaries. Beginning at lat. 38°21'00"N., long. 76°14'00"W.; to lat. 38°11'10"N., long. 76°25'10"W.; to lat. 38°05'10"N., long. 76°34'05"W.; to lat. 38°15'00"N., long. 76°36'35"W.; to lat. 38°17'25"N., long. 76°33'00"W.; to lat. 38°25'40"N., long. 76°23'35"W.; to the point of beginning.
Designated altitudes. Surface to but not including 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTCC.
Using agency. Commanding Officer, NAS Patuxent River, Md.

R-4007B Patuxent River, Md.
Boundaries. Beginning at lat. 38°21'00"N., long. 76°14'00"W.; to lat. 38°11'10"N., long. 76°25'10"W.; to lat. 38°05'10"N., long. 76°34'05"W.; to lat. 38°15'00"N., long. 76°36'35"W.; to lat. 38°17'25"N., long. 76°33'00"W.; to lat. 38°25'40"N., long. 76°23'35"W.; to the point of beginning.
Designated altitudes. 5,000 feet MSL to 17,000 feet MSL.
Time of designation. 0800 to 1800 hours, local time, daily to January 1, 1982.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding Officer, NAS Patuxent River, Md.

§ 73.41 Massachusetts

R-4101 Camp Edwards, Mass.
Boundaries. Beginning at lat. 41°40'52" N., Long. 70°33'09" W.; to Lat. 41°41'01" N., Long. 70°34'00" W.; to Lat. 41°41'58" N., Long. 70°34'58" W.; to Lat. 41°42'52" N., Long. 70°34'58" W.; to Lat. 41°43'52" N., Long. 70°34'32" W.; to Lat. 41°44'30" N., Long. 70°34'16" W.; to Lat. 41°45'17" N., Long. 70°34'13" W.; to Lat. 41° 45'12" N., Long. 70°34'01" W.; to Lat. 41°46'07" N., Long. 70°33'04" W.; to Lat. 41°45'18" N., Long. 70°31' 18" W.; to Lat. 41°44'37" N., Long. 70°30'42" W.; to Lat. 41°44'11" N., Long. 70°29'40" W.; to Lat. 41°43'06" N., Long. 70°30'08" W.; to Lat. 41°43'07" N., Long. 70°30'36" W.; to Lat. 41°42'45" N., Long. 70°30'50" W.; to Lat. 41°42'38" N., Long. 70°30'33" W.; to Lat. 41°41'51" N., Long. 70°30'52" W.; to Lat. 41°41'38" N., Long. 70° 31'18" W.; to Lat. 41°41'20" N., Long. 70°31'29" W.; to Lat. 41°41'18" N., Long. 70°31'26" W.; to Lat. 41°41'06" N., Long. 70°31'54" W.; to point of beginning.
Designated altitudes. Surface to 9,000 feet MSL.
Time of designation. From 0600 to 1800 local time, daily, or other times as specified by NOTAM issued 48 hours in advance.
Controlling agency. Federal Aviation Administration, Otis Approach Control.
Using agency. Commander, U. S. Army Garrison, Camp Edwards, Massachusetts.

R-4105 No Man's Land Island, Mass.
Boundaries. A circular area with a 3-mile radius centered at lat. 41°15'30"N., long. 70°48'40"W.
Designated altitudes. Surface to but not including 18,000 feet MSL.
Time of designation. Sunrise to sunset, other times by NOTAM at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, Otis Approach Control.
Using agency. Commanding Officer, NAS South Weymouth, Mass.

AMENDMENTS 6/20/79 44 F. R. 29440 (Changed)

§ 73.42 Michigan

R-4201 Camp Grayling, Mich.
SUBAREA A
Boundaries: Beginning at latitude 44°56'00" N., longitude 84°29'00" W.; to latitude 44°47'00" N., longitude 84°29'00" W.; to latitude 44°47'00" N., longitude 84°39'00" W.; to latitude 44°56'00" N., longitude 84°39'00" W.; to point of beginning.
Designated altitudes: Surface to 23,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Minneapolis ARTC Center.
Using agency: Adjutant General, State of Michigan, Lansing, Mich.

SUBAREA B
Boundaries: Beginning at latitude 44°47'00" N., longitude 84°29'00" W.; to latitude 44°41'00" N., longitude 84°29'00" W.; to latitude 44°41'00" N., longitude 84°40'00" W.; to latitude 44°43'00" N., longitude 84°40'00" W.; to latitude 44°43'00" N., longitude 84°38'00" W.; to latitude 44°47'00" N., longitude 84°38'00" W.; to point of beginning.
Designated altitudes: Surface to 9,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Minneapolis ARTC Center.
Using agency: Adjutant General, State of Michigan, Lansing, Mich.

R-4202 Lake Margrethe, Mich.
Boundaries. Beginning at latitude 44°36'45" N., longitude 84°51'00" W.; to latitude 44°36'45" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°48'00" W.; to latitude 44°34'15" N., longitude 84°50'00" W.; to latitude 44°35'00" N., longitude 84°51'00" W.; to the point of beginning.
Designated altitudes. Surface to 8,200 feet MSL.
Time of designation. June 1 through August 31, with specific dates to be published by NOTAM.
Using agency. Adjutant General, State of Michigan, Lansing, Mich.
Controlling agency. Federal Aviation Administration, Traverse City Flight Service Station.

R-4207 Upper Lake Huron, Mich.
Boundaries. Beginning at latitude 45°17'00" N., longitude 83°00'00" W.; to latitude 45°20'24" 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.

§ 73.43 Minnesota

R-4301 Camp Ripley, Minn.
Boundaries. Beginning at Lat. 46°18'54"N., Long. 94°29'02"W.; thence along south bank of Crow Wing River and west bank of Mississippi River to Lat. 46°10'49"N., Long. 94°21'52"W.; to Lat 46°07'11"N., Long. 94°21'52"W.; thence along the west bank of Mississippi River to Lat. 46°06'22"N., Long. 94°21'10"W.; to Lat. 46°06'22"N., Long. 94°22'15"W.; to Lat. 46°06'03"N., Long. 94°22'15"W.; to Lat. 46°06'03"N., Long. 94°26'06"W.; to Lat. 46°08'00"N., Long. 94°26'06"W.; to Lat. 46°08'00"N., Long. 94°30'00"W.; to Lat. 46°18'18"N., Long. 94°30'00"W.; to point of beginning.
Designated altitudes. Surface to 27,000 feet MSL.
Time of designation. 0730 to 2400 local times daily. Other times as specified by NOTAM issued 24 hours in advance.
Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.
Using agency. Commanding Officer, Camp Ripley, Minn.

R-4305 Lake Superior, Minn.
Boundaries. Beginning at latitude 47°45'00" N., longitude 90°05'00" W.; to latitude 47°45'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 89°28'00" W.; to latitude 46°55'00" N., longitude 90°05'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 450.
Time of designation. 0001 local time Monday to 2400 local time Friday.
Controlling agency. Federal Aviation Administration, Minneapolis ARTC Center.
Using agency. Commander, Eighth Air Force, Barksdale AFB, La.

§ 73.44 Mississippi

R-4401 Camp Shelby, Miss.
Boundaries. Beginning at latitude 31°12'54" N.; longitude 89°11'03" W.; to latitude 31°11'48" N.; longitude 89°00'00" W.; to latitude 31°10'15" N.; longitude 88°56'34" W.; to latitude 31°09'10" N.; longitude 88°56'34" W.; thence southwest along Mississippi State Highway No. 15 to latitude 31°04'36" N.; longitude 88°59'24" W.; to latitude 31°04'36" N.; longitude 89°11'03" W.; to point of beginning.
Designated altitudes. Subarea A, surface to 4,000 feet MSL. Subarea B, 4,000 feet MSL to 18,000 feet MSL. Subarea C, 18,000 feet MSL to 29,000 feet MSL.
Time of designation. As activated by NOTAMs at least 24 hours in advance. NOTAMs to contain information concerning deactivation of area.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Adjutant General, State of Mississippi, Jackson, Miss.

R-4403 Gainesville, Miss.
Boundaries. Beginning at latitude 30°21'02" N., longitude 89°36'53" W.; to latitude 30°22'33" N., longitude 89°36'53" W.; to latitude 30°22'34" N., longitude 89°34'05" W.; to latitude 30°21'03" N., longitude 89°34'04" W.; to the point of beginning.
Altitudes. From surface to 5,000 feet MSL.
Time of use. Continuous.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Manager, Mississippi Test Operations, National Aeronautics and Space Administration, Bay St. Louis, Miss.

R-4404 Macon, Miss.
Boundaries: 1. Beginning at lat. 33°02'39" N., long. 88°42'37" W.; to lat. 33°04'30" N., long. 88°40'18" W.; to lat. 33°03'34" N., long. 88°39'08" W.; to lat. 33°01'43" N., long. 88°41'23" W.; to point of beginning. 2. A circle with a 5-nautical mile radius centered at lat. 33°03'11" N., long. 88°40'41" W.
Designated altitudes: Surface to 11,500 feet MSL, within the area described in Item 1; from 1,200 feet above the surface to 11,500 feet MSL, within the area described in Item 2.
Time of designation. Sunrise to sunset.
Controlling agency: Federal Aviation Administration, Memphis ARTC Center.
Using agency: Commander, Training Wing 1 NAS Meridian, Miss.

AMENDMENTS 10/4/79 44 F. R. 46792 (Changed)

§ 73.45 Missouri

R-4501A Fort Leonard Wood West, Mo.
Boundaries. Beginning at lat. 37°41'06"N., long. 92°09'17"W.; to lat. 37°38'15"N., long. 92°09'17"W.; to lat. 37°37'35"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°15'21"W.; to lat. 37°39'28"N., long. 92°15'21"W.; to lat. 37°41'07"N., long. 92°14'23"W.; to the point of beginning.
Designated altitudes. Surface to but not including 2,200 feet MSL.
Time of designation. As specified by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS 12/28/78 43 F. R. 51010 (Changed)

R-4501B Fort Leonard Wood East, Mo.
Boundaries. Beginning at latitude 37°43'00" N., longitude 92°06'55" W.; to latitude 37°42'11" N., longitude 92°06'14" W.; to latitude 37°39'07" N., longitude 92°06'17" W.; to latitude 37°38'15" N., longitude 92°09'17" W.; to latitude 37°43'02 N., longitude 92°09'17" W.; to the point of beginning.
Designated altitudes.
The area north of a line between latitude 37°42'51" N., longitude 92°06'47" W.; and latitude 37°42'53" N., longitude 92°03'17" W. surface to 1,500 feet MSL.
The area south of this line, surface to 2,200 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Kansas City ARTC Center.
Using agency. Commanding General, Fort Leonard Wood, Mo.

R-4501C Fort Leonard Wood, Mo.
Boundaries. Beginning at lat. 37°41'00"N., long. 92°16'10"W.; to lat. 37°41'26"N., long. 92°10'15"W.; to lat. 37°40'16"N., long. 92°07'05"W.; to lat. 37°38'20"N., long. 92°06'55"W.; to lat. 37°36'07"N., long. 92°10'27"W.; to lat. 37°35'22"N., long. 92°15'31"W.; to the point of beginning.
Designated altitudes. From 2,200 feet MSL to but not including FL 180.
Time of designation. As specified by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Kansas City ARTCC.
Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS 12/28/78 43 F. R. 51010 (Added)

R-4501D Fort Leonard Wood, Mo.
Boundaries. Beginning at lat. 37°41'06"N., long. 92°09'17"W.; to lat. 37°38'15"N., long. 92°09'17"W.; to lat. 37°37'35"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°10'37"W.; to lat. 37°36'15"N., long. 92°15'21"W.; to lat. 37°39'28"N., long. 92°15'21"W.; to lat. 37°41'07"N., long. 92°14'23"W.; to the point of beginning.
Designated altitudes. From 2,200 feet MSL to but not including FL 180.
Time of designation. As specified by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Kansas City ARTCC.
Using agency. Commanding General, Fort Leonard Wood, Mo.

AMENDMENTS 12/28/78 43 F. R. 51010 (Added)

§ 73.46 Montana

§ 73.47 Nebraska

§ 73.48 Nevada

R-4802 Lone Rock, Nev.
Boundaries. A circular area with a 3-mile radius centered at Lat. 39°52'36" N, Long. 118°20'47" W.
Designated altitudes. Surface to 8,000 feet MSL.
Time of designation. 0600 to 2400 local time, Monday through Saturday.
Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4803 Fallon, Nev.
Boundaries. A 3-nautical mile radius circle centered at Lat. 39°20'40" N, Long. 118°52'15" W; and within 3 nautical miles W and 2 nautical miles E of a line extending 349.5° True from the center to 15 nautical miles NNW.
Designated altitudes. Surface to 8,000 feet MSL N, and surface to 18,000 feet MSL S of a line extending from Lat. 39°27'40" N, Long. 118°57'55" W; to Lat. 39°30'20" N, Long. 118°51'55" W.
Time of designation. 0600 to 2400 local time daily.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4804 Twin Peaks, Nev.
Boundaries. A 5-nautical mile radius circle centered at lat. 39°13'00"N., long. 118°12'42"W.; and a 3-nautical mile radius circle centered at lat. 39°14'15"N., long. 118°17'30"W.
Designated altitudes. Surface to but not including FL 180 excluding that portion from 2,000 feet AGL up to but not including 4,000 feet AGL, which lies north of and one NM from U. S. Highway 50, between the intersections of U. S. Highway 50 with longitudes 118°25'30"W. and 118°09'50"W.
Time of designation. 0600 to 2400 local time daily.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4806 Las Vegas, Nev.
Boundaries: Beginning at latitude 37°17'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°18'00" W.; to latitude 36°26'00" N., longitude 115°23'00" W.; to latitude 36°35'00" N., longitude 115°37'00" W.; to latitude 36°35'00" N., longitude 115°53'00" W.; to latitude 36°36'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to latitude 37°06'00" N., longitude 115°35'00" W.; to latitude 37°17'00" N., longitude 115°35'00" W.; to point of beginning.
Designated altitudes. Unlimited.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.
Using agency. Commander, Tactical Fighter Weapons Center, Nellis AFB, Nev.

AMENDMENTS 11/29/79 44 F. R. 57082 (Changed)

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.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Los Angeles ARTC Center.

Using agency. Commander, Tactical Fighter Weapons Center, Nellis AFB, Nev.

AMENDMENTS 11/29/79 44 F. R. 57082 (Changed)

R-4808N Las Vegas, Nev.

Boundaries. Beginning at latitude 36°41'00" N., longitude 115°56'00" W.; to latitude 36°41'00" N., longitude 116°14'45" W.; to latitude 36°46'00" N., longitude 116°26'30" W.; to latitude 36°51'00" N., longitude 116°33'30" W.; to latitude 37°16'00" N., longitude 116°34'00" W.; to latitude 37°16'00" N., longitude 116°00'00" W.; to latitude 37°28'00" N., longitude 115°35'00" W.; to latitude 37°06'00" N., longitude 115°56'00" W.; to point of beginning.

Designated altitudes: Unlimited.

Time of designation: Continuous.

Using agency: Manager, United States Energy Research and Development Administration, Las Vegas, Nev.

R-4808S Las Vegas, Nev.

Boundaries. Beginning at latitude 36°46'00" N., longitude 116°26'30" W.; to latitude 36°41'00" N., longitude 116°14'45" W.; to latitude 36°41'00" N., longitude 116°26'30" W.; to point of beginning.

Designated altitudes: Unlimited.

Time of designation: Continuous.

Controlling agency: Federal Aviation Administration, Los Angeles ARTC Center.

Using agency: Manager, United States Energy Research and Development Administration, Las Vegas, Nev.

R-4809 Tonopah, Nev.

Boundaries. Beginning at Lat. 37°53'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°26'00" W; to Lat. 37°33'00" N, Long. 116°43'00" W; to Lat. 37°47'00" N, Long. 116°55'00" W; to Lat. 37°53'00" N, Long. 116°55'00" W; to the point of beginning.

Designated altitudes. Unlimited.

Time of designation. Continuous.

Using agency. Manager, United States Energy Research and Development Administration, Albuquerque, N. Mex.

R-4810 Desert Mountains, Nev.

Boundaries. A 5-nautical mile radius circle centered at Lat. 39°10'00" N, Long. 118°37'30" W; and a 3-nautical mile radius circle centered at Lat. 39°09'15" N, Long. 118°42'20" W.

Designated altitudes. Surface to and including Flight Level 170.

Time of designation. 0600 to 2400 local time daily.

Controlling agency. Federal Aviation Administration, Oakland ARTC Center.

Using agency. Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4811 Hawthorne, Nev.

Boundaries. A 1½-nautical-mile radius circle centered at latitude 38°14'45" N., longitude 118°38'15" W.

Designated altitudes. Surface to 15,000 feet MSL.

Time of designation. 0800 to 1500 local time, Monday through Friday.

Using agency. Commander, Hawthorne Army Ammunition Plant, Hawthorne, Nev.

AMENDMENTS 4/19/79 44 F. R. 11535 (Changed)

R-4812 Sand Springs, Nev.

Boundaries: That area within 5-nautical miles either side of a line extending from latitude 39°10'00" N., longitude 118°37'30" W.; to latitude 39°13'00" N., longitude 118°12'42" W.; and bounded on the east by R-4804 and bounded on the west by R-4810.

Designated altitudes. Surface to but not including Flight Level 180 excluding that portion from 2,000 feet AGL up to but not including 4,000 feet AGL, which lies north of and one NM from U. S. Highway 50, between the intersections of U. S. Highway 50 with longitudes 118°25'30"W. and 118°09'50"W.

Time of designation: 0600 to 2400 local time daily.

Controlling agency: Oakland ARTC Center.

Using agency: Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4813 Carson Sink, Nev.
Boundaries. Beginning at lat. 39°51'00" N., long. 118°38'00" W.; to lat. 40°01'00" N., long. 118°15'00" W.; to lat. 40°01'00" N., long. 118°01'00" W.; to lat. 39°58'00" N., long. 118°01'00" W.; to lat. 39°38'00" N., long. 118°17'00" W.; thence via the arc of a 15-nautical mile radius circle centered at lat. 39°52'36" N., long. 118°20'27" W.; to lat. 39°45'50" N., long. 118°38'00" W.; thence to point of beginning.
Designated altitudes. Surface to but not including Flight Level 180.
Time of designation. 0600 to 2400 local time daily.
Controlling agency: Oakland ARTC Center.
Using agency: Commander, Light Attack Wing Pacific, NAS Lemoore, Calif.

R-4816N Dixie Valley, Nev.
Boundaries. Beginning at lat. 39°51'00" N., long. 118°00'00" W.; to lat. 39°51'00" N., long. 117°31'00" W.; to lat. 39°34'00" N., long. 117°39'30" W.; to lat. 39°34'00" N., long. 118°12'30" W.; to point of beginning.
Designated altitudes. 1500 feet AGL to but not including Flight Level 180.
Time of designation. 0700 to 2400 local time, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commanding Officer, Naval Air Station, Fallon, Nev.

R-4816S Dixie Valley, Nev.
Boundaries. Beginning at lat. 39°34'00" N., long. 118°12'30" W.; to lat. 39°34'00" N., long. 117°39'30" W.; to lat. 39°18'00" N., long. 117°47'30" W.; to lat. 39°18'00" N., long. 118°13'15" W.; to lat. 39°17'00" N., long. 118°21'00" W.; to lat. 39°30'00" N., long. 118°15'30" W.; to point of beginning.
Designated altitudes. 500 feet AGL to but not including Flight Level 180 excluding that portion from 2,000 feet AGL up to but not including 4,000 feet AGL, which lies north of and one NM from U. S. Highway 50, between the intersections of U. S. Highway 50 with longitudes 118°25'30"W. and 118°09'50"W.
Time of designation. 0700 to 2400 local time, Monday through Saturday.
Controlling agency. Federal Aviation Administration, Oakland ARTC Center.
Using agency. Commanding Officer, Naval Air Station, Fallon, Nev.

§ 73.49 New Hampshire

§ 73.50 New Jersey

R-5001 Fort Dix, N. J.
Subarea A
Boundaries: Beginning at latitude 40°02'45" N., longitude 74°27'00" W.; to latitude 40°00'00" N., longitude 74°26'20"W.; to latitude 39°59'00"N., longitude 74°25'08"W.; to latitude 39°58'00"N., longitude 74°25'00"W.; to latitude 39°57'30"N., longitude 74°25'17"W.; to latitude 39°57'23"N., longitude 74°25'50"W.; to latitude 39°58'45"N., longitude 74°28'00"W.; to latitude 39°58'45"N., longitude 74°31'25" W.; to latitude 39°59'15" N., longitude 74°33'30" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.
Designated altitudes: Surface to and including 4,000 feet MSL.
Time of designation: Continuous.
Controlling agency. Federal Aviation Administration, New York ARTC Center.
Using agency: Commanding General, Fort Dix, N. J.

AMENDMENTS 4/19/79 44 F. R. 11535 (Changed)

Subarea B

Boundaries: Beginning at latitude 40°02'45" N., longitude 74°27'00" W.; to latitude 40°00'00" N., longitude 74°26'20"W.; to latitude 39°59'00"N., longitude 74°25'08"W.; to latitude 39°58'00"N., longitude 74°25'00"W.; to latitude 39°57'30"N., longitude 74°25'17"W.; to latitude 39°57'23"N., longitude 74°25'50"W.; to latitude 39°58'45"N., longitude 74°28'00"W.; to latitude 39°58'45"N., longitude 74°31'25" W.; to latitude 40°01'53" N., longitude 74°33'30" W.; to latitude 40°02'45" N., longitude 74°32'30" W.; to the point of beginning.
Designated altitudes: From 4,000 feet MSL to and including 8,000 feet MSL.
Time of designation: Continuous, sunrise Friday to sunset Sunday, other times by NOTAM, 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTC Center.
Using agency: Commanding General, Fort Dix, N. J.

AMENDMENTS 4/19/79 44 F. R. 11535 (Changed)

R-5002A Warren Grove, N. J.
Boundaries. Beginning at lat. 39°43'25"N., long. 74°17'37"W.; to lat. 39°38'25"N., long. 74°24'20"W.; to lat. 39°38'30"N., long. 74°29'30"W.; to lat. 39°39'20"N., long. 74°30'00"W.; to lat. 39°44'50"N., long. 74°24'40"W.; to lat. 39°44'50"N., long. 74°19'20"W.; to the point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTCC.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 8/9/79 44 F. R. 34112 (Rewritten)
AMENDMENTS 11/29/79 44 F. R. 57080 (Changed)

R-5002B Warren Grove, N. J.
Boundaries. Beginning at lat. 39°41'00"N., long. 74°20'52"W.; to lat. 39°40'10"N., long. 74°20'15"W.; to lat. 39°38'50"N., long. 74°21'20"W.; to lat. 39°36'00"N., long. 74°26'30"W.; to lat. 39°36'00"N., long. 74° 27'30"W.; to lat. 39°37'00"N., long. 74°28'50"W.; to lat. 39°38'30"N., long. 74°29'30"W.; to lat. 39°38' 25"N., long. 74°24'20"W.; to the point of beginning.
Designated altitudes. 1,000 feet MSL to 14,000 feet MSL.
Time of designation. Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTCC.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 8/9/79 44 F. R. 34112 (Added)
AMENDMENTS 11/29/79 44 F. R. 57080 (Changed)

R-5002C Warren Grove, N. J.
Boundaries. Beginning at lat. 39°39'20"N., long. 74°30'00"W.; to lat. 39°40'30"N., long. 74°30'40"W.; to lat. 39°44'50"N., long. 74°27'30"W.; to lat. 39°44'50"N., long. 74°24'40"W.; to the point of beginning.
Designated altitudes. Surface to 3,000 feet MSL.
Time of designation. Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTCC.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 8/9/79 44 F. R. 34112 (Added)
AMENDMENTS 11/29/79 44 F. R. 57080 (Changed)

R-5002D Warren Grove, N. J.
Boundaries. Beginning at lat. 39°44'50"N., long. 74°24'40"W.; to lat. 39°45'20"N., long. 74°23'45"W.; to lat. 39°45'50"N., long. 74°20'00"W.; to lat. 39°44'50"N., long. 74°19'20"W.; to the point of beginning.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTCC.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 8/9/79 44 F. R. 34112 (Added)
AMENDMENTS 11/29/79 44 F. R. 57080 (Changed)

R-5002E Warren Grove, N. J.
Boundaries. Beginning at lat. 39°43'25"N., long. 74°17'37"W.; to lat. 39°41'00"N., long. 74°20'52"W.; to lat. 39°40'10"N., long. 74°20'15"W.; to the point of beginning.
Designated altitudes. 3,500 feet MSL to 14,000 feet MSL.
Time of designation. Sunrise to sunset, other times as activated by NOTAM issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTCC.
Using agency. Commander, 108th Tactical Fighter Wing, New Jersey Air National Guard, McGuire AFB, N. J.

AMENDMENTS 8/9/79 44 F. R. 34112 (Added)
AMENDMENTS 11/29/79 44 F. R. 57080 (Changed)

§ 73.51 New Mexico

R-5101 Los Alamos, N. Mex.
Boundaries: Beginning at lat. 35°47'00"N., long. 106°14'48"W.; to lat. 35°50'03"N., long. 106°21'36"W.; to lat. 35°52'22"N., long. 106°20'42"W.; to lat. 35°52'52"N., long. 160°16'48"W.; to lat. 35°52'30"N., long. 106°14'48"W.; to the point of beginning.
Designated altitudes: Surface to 12,000 feet MSL.
Time of designation: Continuous.
Using agency: Manager, Energy Research and Development Administration, Los Alamos, N. Mex.

R-5103 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°39'02" N., longitude 106° 40'34" W.; from the surface to 1,500 feet above the surface; and also excluding that airspace beginning at lat. 32°42'49" N., long. 105°48'10" W.; to lat. 32°40' 47" N., long. 105°49'38" W.; to lat. 32°39'42" N., long. 105°47'42" W.; to lat. 32°41'58" N., long. 105°46' 12" W.; to the point of beginning from the surface to 1500 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 lat. 34°28'00" N., long. 103°43'15" W., to lat. 34°25'25" N., long. 103°40'00" W., to lat 34°14'30" N., long. 103°40'00" W., to lat. 34°10'00" N., long. 103°46'00" W., to lat. 34°10'00" N., long. 103°55'00" W., to lat. 34°28'00" N., long. 103°55'00" W., to point of beginning.
Designated altitudes: Surface to 18,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.
Using agency: Commander, Cannon AFB, N. Mex.

R-5104B Melrose, N. Mex.

Boundaries: Beginning at lat. 34°28'00" N., long. 103°43'15" W., to lat. 34°25'25" N., long. 103°40'00" W., to lat. 34°14'30" N., long. 103°40'00" W., to lat. 34°10'00" N., long. 103°46'00" W., to lat. 34°10'00" N., long. 103°55'00" W., to lat. 34°28'00" N., long. 103°55'00" W., to point of beginning.
Designated altitudes: 18,000 feet MSL to 23,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque, N. Mex., ARTC Center.
Using agency: Commander, Cannon AFB, N. Mex.

R-5105 Melrose, N. Mex.

Boundaries. Beginning at lat. 34°39'00"N., long. 103°55'00"W.; to lat. 34°39'00"N., long. 103°40'00"W.; to lat. 34°25'25"N., long. 103°40'00"W.; to lat. 34°28'00"N., long. 103°43'15"W.; to lat. 34°28'00"N., long. 103°55'00"W.; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Albuquerque ARTCC.
Using agency. Commander, Cannon AFB, N. Mex.

R-5107A White Sands Missile Range, N. Mex.

Boundaries. Beginning at latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°05'00" N., longitude 106°18'20" W.; to latitude 32°05'00" N., longitude 106°29'00" W.; to latitude 32°06'20" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°34'00" W.; to latitude 32°18'00" N., longitude 106°39'00" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to the point of beginning.
Designated 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 Missile Range, N. Mex.

Boundaries: Beginning at latitude 33°44'45" N., longitude 106°04'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°25'00" N., longitude 106°06'00" W.; to latitude 32°23'18" N., longitude 106°07'03" W.; to latitude 32°24'48" N., longitude 106°09'00" W.; to latitude 32°19'30" N., longitude 106°20'36" W.; to latitude 32°19'30" N., longitude 106°39'30" W.; to latitude 33°13'00" N., longitude 106°52'00" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 33°19'30" N., longitude 106°16'30" W.; thence along the south side of U. S. Highway 380 to the point of beginning; excluding the airspace in R-5107D, R-5107F, and R-5107G; and that airspace from the surface to and including 1,500 feet above the surface within a 2-nautical mile radius of latitude 32°26'35" N., longitude 106°40' 45" W., latitude 32°30'00" N., longitude 106°41'10" W., and latitude 32°23'49" N., longitude 106°41'27" W.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous.
Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107C White Sands Missile Range, N. Mex.
Boundaries: Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 33°44'45" N., longitude 106°04'00" W.; thence along the south side of U. S. Highway 380 to latitude 33°49'30" N., longitude 106°16'30" W.; to latitude 33°49'45" N., longitude 106°45'20" W.; to latitude 34°15'45" N., longitude 106°40'30" W.; to latitude 34°17'00" N., longitude 106°12'00" W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. Continuous Monday through Friday. Other times as activated by NOTAM issued at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107D White Sands Missile Range, N. Mex.
Boundaries: Beginning at lat. 33°34'00" N., long. 106°04'00" W.; to lat. 33°04'00" N., long. 106°21'00" W.; to lat. 32°34'00" N., long. 106°15'00" W.; to lat. 32°34'00" N., long. 106°06'00" W.; to lat. 32°36'00" N., long. 106°06'00" W.; to lat. 32°50'00" N., long. 106°04'00" W.; to point of beginning.
Designated altitudes: Surface to 22,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque, ARTC Center.
Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002

R-5107E White Sands Missile Range, N. Mex.
Boundaries. From the point where an arc of 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. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107F White Sands Missile Range, N. Mex.
Boundaries: Beginning at lat. 33°10'10" N., long. 107°10'55" W.; to lat. 33°20'30" N., long. 107°08'20" W.; to lat. 33°16'10" N., long. 106°51'40" W.; to lat. 33°05'30" N., long. 106°04'00" W.; to lat. 33°00'00" N., long. 105°27'00" W.; to lat. 32°45'00" N., long. 105°27'00" W.; to lat. 32°45'00" N., long. 105°49'00" W.; to lat. 32°50'30" N., long. 106°04'00" W.; to lat. 33°05'00" N., long. 106°50'20" W.; to point of beginning.
Designated altitude: From FL 240 to FL 450.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque ARTC Center.
Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5107G White Sands Missile Range, N. Mex.
Boundaries: Beginning at lat. 33°11'40" N., long. 107°10'25" W.; to lat. 33°21'00" N., long. 107°08'00" W.; to lat. 33°22'55" N., long. 107°05'50" W.; to lat. 33°25'20" N., long. 105°27'00" W.; to lat. 33°14'00" N., long. 105°27'00" W.; to point of beginning.
Designated altitude: From FL 240 to FL 450.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, Albuquerque, ARTC Center.
Using agency: Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5109A White Sands Missile Range, N. Mex.
Boundaries. Beginning at latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°27'00" W.; to latitude 32°45'00" N., longitude 105°59'00" W.; to latitude 32°36'00" N., longitude 106°00'00" W.; to latitude 32°36'00" N., longitude 106°06'00" W.; to latitude 32°50'00" N., longitude 106°04'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning, excluding the airspace in Restricted Areas R-5107F and R-5107G.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous Monday through Friday. Other times as activated by NOTAM issued at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5109B White Sands Missile Range, N. Mex.
Boundaries. Beginning at latitude 34°17'00" N., longitude 106°04'00" W.; to latitude 34°17'00" N., longitude 105°51'00" W.; to latitude 33°57'00" N., longitude 105°27'00" W.; to latitude 33°31'30" N., longitude 105°27'00" W.; to latitude 33°44'10" N., longitude 106°04'00" W.; to the point of beginning.
Designated altitudes. From 24,000 feet MSL to unlimited.
Time of designation. Continuous Monday through Friday. Other times as activated by NOTAM issued at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

R-5111A Elephant Butte, N. Mex. (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, excluding the airspace in Restricted Areas R-5107F and R-5107G.
Designated altitudes. Surface to unlimited.
Time of designation. As published by NOTAM at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

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, excluding the airspace in Restricted Areas R-5107F and R-5107G.
Designated altitudes. Surface to unlimited.
Time of designation. As published by NOTAM at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Albuquerque ARTC Center.
Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

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.

R-5114 Fort Wingate, N. Mex.
Boundaries. Beginning at lat. 35°26'00"N., long. 108°35'00"W.; to lat. 35°05'00"N., long. 108°07'00"W.; to lat. 34°56'00"N., long. 108°21'40"W.; to lat. 35°25'00"N., long. 108°37'00"W., to the point of beginning.
Time of designation. Intermittent, September 1, 1979, through March 31, 1980, by NOTAM, 48 hours in advance.
Altitudes. Surface to unlimited.
Controlling agency. Federal Aviation Administration, Albuquerque ARTCC.
Using agency. Deputy for Air Force, Armament Development and Testing Center, White Sands Missile Range, N. Mex. 88002.

AMENDMENTS 8/9/79 44 F. R. 38450 (Added)

§ 73.52 New York

R-5201 Fort Drum, N. Y.
Boundaries. Beginning at lat. 44°15'00" N., long. 75°31'30" W.; to lat. 44°11'15" N., long. 75°25'00" W.; to lat. 44°03'00" N., long. 75°33'30" W.; to lat. 44°03'45" N., long. 75°37'25" W.; to lat. 44°03'25" N., long. 75°39'30" W.; to lat. 44°05'47" N., long. 75°44'30" W.; to lat. 44°10'00" N., long. 75°39'30" W.; to point of beginning.
Designated altitudes. Surface to 23,000 feet MSL, April 1 through September 30; surface to 20,000 feet MSL, October 1 through March 31.
Time of designation. Continuous April 1 through September 30 and 0600 through 1800 hours local time. October 1 through March 31; other times by NOTAM 48 hours in advance.
Controlling agency. Federal Aviation Administration, Watertown, N. Y. Flight Service Station.
Using agency. Commanding Officer, Fort Drum, N. Y.

R-5201A Fort Drum, N. Y.
Boundaries. Beginning at lat. 44°10'00"N., long. 75°39'30"W.; to lat. 44°28'00"N., long. 75°21'00"W.; to lat. 44°28'00"N., long. 75°13'00"W.; to lat. 44°26'00"N., long. 75°09'00"W.; to lat. 44°20'00"N., long. 75°15'00"W.; to lat. 44°11'00"N., long. 75°17'00"W.; to lat. 44°03'00"N., long. 75°33'30"W.; to lat. 44°11'15"N., long. 75°25'00"W.; to lat. 44°15'15"N., long. 75°31'00"W.; to the point of beginning.
Designated altitudes. 100 feet AGL up to but not including FL 180.
Time of designation. Continuous 0001 January 16, 1980, through 2400 hours, local time, January 24, 1980.
Controlling agency. Federal Aviation Administration, Boston ARTCC.
Using agency. 9th Air Force/DOX, Shaw AFB, Sumter, S. C.

AMENDMENTS 11/2/79 44 F. R. 51968 (Added)

R-5201B Fort Drum, N. Y.
Boundaries. Beginning at lat. 44°03'00"N., long. 75°33'30"W.; to lat. 43°51'15"N., long. 75°33'30"W.; to lat. 43°51'15"N., long. 75°47'07"W.; to lat. 44°05'47"N., long. 75°44'30"W.; to lat. 44°03'25"N., long. 75°39'30"W.; to lat. 44°00'45"N., long. 75°37'25"W.; to the point of beginning.
Designated altitudes. 6,000 feet MSL up to but not including FL 180.
Time of designation. Continuous 0001 January 16, 1980, through 2400 hours, local time, January 24, 1980.
Controlling agency. Federal Aviation Administration, Boston ARTCC.
Using agency. 9th Air Force/DOX, Shaw AFB, Sumter, S. C.

AMENDMENTS 11/2/79 44 F. R. 51968 (Added)

R-5201C Fort Drum, N. Y.
Boundaries. Beginning at lat. 44°33'00"N., long. 75°21'00"W.; to lat. 44°36'00"N., long. 74°40'00"W.; to lat. 43°53'30"N., long. 74°41'00"W.; to lat. 43°45'00"N., long. 74°46'50"W.; to lat. 43°45'00"N., long. 75°48'00"W.; to lat. 43°51'15"N., long. 75°47'07"W.; to lat. 43°51'15"N., long. 75°33'30"W.; to lat. 44°03'00"N., long. 75°33'30"W.; to lat. 44°11'00"N., long. 75°17'00"W.; to lat. 44°20'00"N., long. 75°15'00"W.; to lat. 44°26'00"N., long. 75°09'00"W.; to lat. 44°28'00"N., long. 75°13'00"W.; to lat. 44°28'00"N., long. 75°21'00"W.; to lat. 44°10'00"N., long. 75°39'30"W.; to lat. 44°05'47"N., long. 75°44'30"W.; to the point of beginning.
Designated altitudes. 3,000 feet MSL up to but not including FL 180.
Time of designation. Continuous 0001 January 16, 1980, through 2400 hours, local time, January 24, 1980.
Controlling agency. Federal Aviation Administration, Boston ARTCC.
Using agency. 9th Air Force/DOX, Shaw AFB, Sumter, S. C.

AMENDMENTS 11/2/79 44 F. R. 51968 (Added)

R-5201D Fort Drum, N. Y.
Boundaries. Beginning at lat. 44°36'00"N., long. 74°40'00"W.; to lat. 44°36'00"N., long. 74°34'00"W.; to lat. 44°21'30"N., long. 74°30'00"W.; to lat. 44°08'00"N., long. 74°30'00"W.; to lat. 43°53'30"N., long. 74°41'00"W.; to the point of beginning.
Designated altitudes. 13,000 feet MSL up to but not including FL 180.
Time of designation. Continuous 0001 January 16, 1980, through 2400 hours, local time, January 24, 1980.
Controlling agency. Federal Aviation Administration, Boston ARTCC.
Using agency. 9th Air Force/DOX, Shaw AFB, Sumter, S. C.

AMENDMENTS 11/2/79 44 F. R. 51968 (Added)

R-5202 Gardiner's Island, N. Y.
Boundaries. A circular area with a 3-nautical mile radius centered at Lat. 41°08'30" N, Long. 72° 08'50" W.
Designated altitudes: Surface to 10,000 feet MSL, inclusive.
Time of designation: 0900 to 1800 local time, April 15 through October 14; 0900 to 1600 local time, October 15 through April 14.
Controlling agency: FAA, Quonset RATCF.
Using agency: Naval Plant Representative Office, Grumman Aerospace Corporation, Bethpage, N. Y.

R-5203 Oswego, N. Y.
Boundaries. Beginning at Lat. 43°37'00" N, Long. 76°45'00" W; to Lat. 43°24'00" N, Long. 76°45' 00" W; to Lat. 43°24'00" N, Long. 78°00'00" W; to Lat. 43°37'00" N, Long. 78°00'00" W; to the point of beginning.
Designated altitudes. Surface to Flight Level 500.
Time of Designation. Continuous
Controlling agency. Federal Aviation Administration, Cleveland ARTC Center.
Using agency. 21st Air Division, Hancock Field, Syracuse, N. Y.

R-5206 West Point, N. Y.
Boundaries: Beginning at lat. 41°23'08" N., long. 74°00'00" W.; to lat. 41°23'08" N., long. 73°59'42" W.; thence along south side of U. S. Highway 9W to lat. 41°22'32" N., long. 73°58'58" W.; to lat. 41°22'18" N., long. 73°58'58" W.; to lat. 41°20'04" N., long. 74°00'42" W.; thence along north side of Mine Torne Road to lat. 41°21'24" N., long. 74°02'38" W.; thence along east side of New York State Highway 293 to point of beginning.
Designated altitudes: Surface to and including 5,000 feet MSL.
Time of designation: 0600 to 2400 local, July 1 to August 31, other dates and times by NOTAM 48 hours in advance.
Controlling agency: Federal Aviation Administration, New York ARTC Center.
Using agency: Superintendent, U. S. Military Academy, West Point, N. Y.

R-5207 Romulus, N. Y.
Boundaries. A circular area with a radius of 1,350 feet centered at latitude 42°46'59" N., longitude 76°53'06" W.
Designated altitudes. Surface to 2,000 feet MSL.
Time of designation. 0730 to 1600 local time, Monday through Friday.
Using agency. Commanding Officer, Seneca Army Depot, Romulus, N. Y.

§ 73.53 North Carolina

R-5301A Albemarle Sound, N. C.
Boundaries. A circular area with a 3-mile radius centered at latitude 36° 03' 30" N., longitude 76° 20' 00" W., excluding the airspace within R-5301B.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Sunrise to sunset.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.

R-5301B Albemarle Sound, N. C.
Boundaries. A circular area within a 1½-nmi radius centered at latitude 36° 05' 25" N., longitude 76° 18' 30" W.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.

R-5301C Albemarle Sound, N. C.
Boundaries. A circular area within a 1½ nautical mile radius centered at Lat. 36°05'25" N., Long. 76° 18' 30" W.
Designated altitudes. From 5,000 feet MSL to and including 14,000 feet MSL.
Time of designation. As activated by NOTAM at least 24 hours in advance.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.

R-5302 Harvey Point, N. C.
Boundaries. Beginning at lat. 36°06'30"N., long. 76°20'00"W.; to lat. 36°05'25"N., long. 76°17'00"W.; to lat. 36°03'30"N., long. 76°05'30"W.; to lat. 36°00'00"N., long. 76°05'30"W.; to lat. 36°00'00"N., long. 76°15'00"W.; to lat. 36°00'30"N., long. 76°20'00"W.; thence clockwise via a 3 NM arc centered at lat. 36° 03'30"N., long. 76°20'00"W.; to the point of beginning, excluding the airspace within R-5301A, B, or C, when either or all of these areas are activated.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. 1300Z to 0400Z.
Controlling agency. Federal Aviation Administration, Washington ARTC Center, Leesburg, Va.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC), NAS Oceana, Va.

R-5306A Cherry Point, N. C.
Boundaries. Beginning at latitude 35°23'15" N., longitude 76°34'40" W.; to latitude 35°18'15" N., longitude 76°16'40" W.; to latitude 35°04'30" N., longitude 76°04'30" W.; to latitude 34°46'45" N., longitude 76°24'45" W.; to latitude 34°46'00" N., longitude 76°30'00" W.; to latitude 35°08'00" N , longitude 76°51'20" W.; thence to point of beginning.
Designated altitudes. Surface to, but not including FL 180.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5306C Cherry Point, N. C.
Boundaries. Beginning at latitude 34°51'00" N., longitude 77°05'30" W.; to latitude 34°42'00" N., longitude 76°54'45" W.; to latitude 34°41'50" N., longitude 76°56'20" W.; to latitude 34°37'30" N., longitude 76°56'20" W.; thence southwest along a line 3-nautical miles from and parallel to the shoreline to latitude 34°34'30" N., longitude 77°09'00" W.; to latitude 34°44'50" N., longitude 77°14'40" W.; to latitude 34°49'30" N., longitude 77°10'00" W.; thence to point of beginning.
Designated altitudes. From 1200 feet MSL to, but not including FL 180.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5306D Cherry Point, N. C.
Boundaries. Beginning at latitude 34°44'50" N., longitude 77°14'40" W.; to latitude 34°34'30" N., longitude 77°09'00" W.; thence southwest along a line 3-nautical miles from and parallel to the shoreline to latitude 34°30'20" N., longitude 77°15'50" W.; to latitude 34°33'00" N., longitude 77°19'00" W.; to latitude 34°36'05" N., longitude 77°26'08" W.; to latitude 34°40'00" N., longitude 77°22'00" W.; to latitude 34°39'10" N., longitude 77°20'50" W.; thence to point of beginning.
Designated altitudes. Surface to, but not including FL 180.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5306E Cherry Point, N. C.
Boundaries. Beginning at latitude 34°40'20" N., longitude 77°22'12" W.; to latitude 34°40'00" N., longitude 77°22'00" W.; to latitude 34°36'05" N., longitude 77°26'08" W.; to latitude 34°38'12" N., longitude 77°26'00" W.; thence to point of beginning.
Designated altitudes. Surface to, but not including FL 180.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commanding General, U. S. Marine Corps Air Station, Cherry Point, N. C.

R-5311A Fort Bragg, N. C.
Boundaries. Beginning at latitude 35°10'46" N., longitude 79°01'56" W.; to latitude 35°08'47" N., longitude 79°02'00" W.; to latitude 35°07'00" N., longitude 79°02'30" W.; to latitude 35°05'35" N., longitude 79°01'50" W.; to latitude 35°02'55" N., longitude 79°05'40" W.; to latitude 35°02'45" N., longitude 79°20'10" W.; to latitude 35°07'05" N., longitude 79°22'50" W.; to latitude 35°09'40" N., longitude 79°20'10" W.; thence along Little River to point of beginning.
Designated altitudes. Surface to but not including 7,000 feet MSL.
Time of designation. Continuous.
Using agency. Commanding General, Fort Bragg, N. C.
Controlling agency. Federal Aviation Administration, Washington ARTCC.

R-5311B Fort Bragg, N. C.
Boundaries: Beginning at latitude 35°10'46" N., longitude 79°01'56" W.; to latitude 35°08'47" N., longitude 79°02'00" W.; to latitude 35°07'00" N., longitude 79°02'30" W.; to latitude 35°05'35" N., longitude 79°01'50" W.; to latitude 35°02'55" N., longitude 79°05'40" W.; to latitude 35°02'45" N., longitude 79°20'10" W.; to latitude 35°07'05" N., longitude 79°22'50" W.; to latitude 35°09'40" N., longitude 79°20'10" W.; thence along Little River to point of beginning.
Designated altitudes. From 7,000 feet MSL to but not including 12,000 feet MSL.
Time of designation: Continuous.
Controlling agency: Federal Aviation Administration, ARTC Center, Washington.
Using agency: Commanding General, Fort Bragg, N. C.

R-5311C Fort Bragg, N. C.
Boundaries. Beginning at lat. 35°10'45"N., long. 79°01'56"W.; to lat. 35°08'47"N., long. 79°02'00"W.; to lat. 35°07'00"N., long. 79°02'30"W.; to lat. 35°05'35"N., long. 79°01'50"W.; to lat. 35°02'55"N., long. 79°05'40"W.; to lat. 35°02'45"N., long. 79°20'10"W.; to lat. 35°07'05"N., long. 79°22'50"W.; to lat. 35°09'40"N., long. 79°20'10"W.; thence along Little River to the point of beginning.
Designated altitudes. From 12,000 feet MSL but not including FL 290.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTCC.
Using agency. Commanding General, Fort Bragg, N. C.

R-5313 Long Shoal Point, N. C.
Boundaries. A circular area with a 3-mile radius centered at Lat. 35°32'48" N, Long. 75°41'26" W.
Designated altitudes. Surface to 18,000 feet MSL.
Time of designation. Continuous.
Using agency. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES), NAS Oceana, Virginia Beach, Va.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.

R-5314 Dare County, N. C.
Subarea A
Boundaries. Beginning at latitude 35°45'40" N., longitude 75°49'20" W.; to latitude 35°40'10" N., longitude 75°50'15" W.; to latitude 35°41'30" N., longitude 76°00'20" W.; to latitude 35°17'00" N., longitude 75°59'00" W; to the point of beginning.
Designated altitudes. Surface to flight level 205.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea B
Boundaries. Beginning at latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°31'10" N., longitude 75°46'50" W.; to latitude 35°36'45" N., longitude 76°01'20" W.; to latitude 35°41'30" N., longitude 76°00'20" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to flight level 205.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea C.
Boundaries. Beginning at latitude 35°48'30" N., longitude 75°43'40" W.; to latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°47'00" N., longitude 75°59'00" W.; to latitude 35°51'35" N., longitude 75°57'55" W.; to latitude 35°49'30" N., longitude 75°45'00" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to flight level 205.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea D.
Boundaries. Beginning at latitude 35°40'30" N., longitude 75°52'15" W.; to latitude 35°38'40" N., longitude 75°52'35" W.; to latitude 35°39'00" N., longitude 75°54'35" W.; to latitude 35°40'40" N., longitude 75°54'10" W.; to the point of beginning.
Designated altitudes. Surface to flight level 205.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea E.
Boundaries. Beginning at latitude 35°47'50" N., longitude 75°48'50" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to latitude 35°46'10" N., longitude 75°52'35" W.; to latitude 35°48'00" N., longitude 75°52'00" W.; to the point of beginning.
Designated altitudes. Surface to flight level 205.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea F.
Boundaries. Beginning at latitude 35°45'00" N., longitude 75°44'35" W.; to latitude 35°39'30" N., longitude 75°45'45" W.; to latitude 35°40'10" N., longitude 75°50'15" W.; to latitude 35°45'40" N., longitude 75°49'20" W.; to the point of beginning.
Designated altitudes. 500 feet above the surface to flight level 205.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.

Subarea G
Boundaries. Beginning at 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 15,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.
PENDING AMENDMENT
Under R-5314, Subarea G, all before "Designated altitudes." is deleted and the following is substituted:
Boundaries. Beginning at lat. 35°51'35"N., long. 75°57'55"W.; to lat. 35°38'55"N., long. 76°01'00"W.; to lat. 35°39'20"N., long. 76°05'00"W.; to lat. 35°51'59"N., long. 76°02'08"W.; to the point of beginning.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

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 10,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.
PENDING AMENDMENT
Under R-5314, Subarea H, all before "Designated altitudes." is deleted and the following is substituted:
Boundaries. Beginning at lat. 35°51'59"N., long. 76°02'08"W.; to lat. 35°39'20"N., long. 76°05'00"W.; to lat. 35°40'25"N., long. 76°12'25"W.; to lat. 35°52'42"N., long. 76°09'49"W.; to the point of beginning.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

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 6,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, 4th Tactical Fighter Wing, Seymour Johnson AFB, N. C.
PENDING AMENDMENT
Under R-5314, Subarea J, all before "Designated altitudes." is deleted and the following is substituted:
Boundaries. Beginning at lat. 35°52'42"N., long. 76°09'49"W.; to lat. 35°40'25"N., long. 76°12'25"W.; to lat. 35°43'50"N., long. 76°35'30"W.; to lat. 35°53'50"N., long. 76°33'10"W.; to the point of beginning.

AMENDMENTS 1/24/80 44 F. R. 68452 (Changed)

§ 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.

R-5503 Wilmington, Ohio

Boundaries. Beginning at lat. 39°30'00" N., long. 83°02'00" W.; to lat. 38°48'30" N., long. 83°02'00" W.; to lat. 38°58'30" N., long. 84°05'00" W.; to lat. 39°15'45" N., long. 84°05'00" W.; to lat. 39°17'50" N., long. 84°02'30" W.; to lat. 39°26'05" N., long. 83°48'10" W.; to lat. 39°30'00" N., long. 83°38'35" W.; to point of beginning.

Designated altitudes. 4,000 feet MSL to flight level 600.

Time of designation. 0800 to 2200 hours, local time, Monday through Saturday.

Controlling agency. Federal Aviation Administration, Indianapolis ARTC Center.

Using agency. Aeronautical Systems Division, Wright-Patterson AFB, Ohio.

§ 73.56 Oklahoma

R-5601A Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15 N., longitude 98°20'55" W.; thence counterclockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°40'12" N., longitude 98° 26'17" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; thence counterclockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°26'46" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.

Designated altitude. Surface to 23,000 feet MSL.

Time of designation. Continuous.

Using agency. Commanding General, Fort Sill, Oklahoma.

R-5601B Fort Sill, Okla.

Boundaries Beginning at latitude 34°38'15" N., longitude 98°26'46" W.; thence clockwise along the arc of a 2.5-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°39'33" N., longitude 98°26'17" W.; to latitude 34°40'12" N., longitude 98°26'17" W.; thence clockwise along the arc of a 3-mile radius circle centered at latitude 34°38'18" N., longitude 98°24'06" W.; to latitude 34°38'15" N., longitude 98°20'55" W.; thence to point of beginning.

Designated altitude. Surface to 23,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

R-5601C, Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°17'00" W.; to latitude 34°38'15" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°43'30" N., longitude 98°21'20" W.; to latitude 34°43'45" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°21'00" W.; to latitude 34°46'06" N., longitude 98°17'00" W.; to point of beginning.

Designated altitude. 23,000 feet MSL to 65,000 feet MSL.

Time of designation. Continuous.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using Agency. Commanding General, Fort Sill, Okla.

R-5601D Fort Sill, Okla.

Boundaries. Beginning at latitude 34°38'15" N., longitude 98°38'00" W.; to latitude 34°38'15" N., longitude 98°48'00" W.; to latitude 34°42'15" N., longitude 98°50'00" W.; to latitude 34°45'00" N., longitude 98°40'30" W.; to latitude 34°43'30" N., longitude 98°35'39" W.; to latitude 34°41'58" N., longitude 98°39'43" W.; to latitude 34°41'58" N., longitude 98°45'20" W.; to latitude 34°38'15" N., longitude 98°45'20"W.; to point of beginning.

Designated altitudes. Surface to 16,500 feet MSL.

Time of designation. Sunrise to sunset.

Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.

Using agency. Commanding General, Fort Sill, Okla.

R-5601E Fort Sill, Okla.
Boundaries. Beginning at latitude 34°38'15" N., longitude 98°38'00" W.; to latitude 34°36'00" N., longitude 98°46'45" W.; to latitude 34°38'15" N., longitude 98°48'00" W.; to point of beginning.
Designated altitudes. Surface to 6,000 feet MSL.
Time of designation. Sunrise to sunset.
Controlling agency. Federal Aviation Administration, Fort Worth ARTC Center.
Using agency. Commanding General, Fort Sill, Okla.

§ 73.57 Oregon

R-5701 Boardman Oreg.
Boundaries and designated altitudes. A 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03"W., surface to flight level 200; within 2 nautical miles N and 3 nautical miles S of the 082° bearing from the center of the circle extending to a line one nautical mile W of and parallel to Butter Creek, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the E extremity; within 3 nautical miles either side of the 234° bearing from the center of the circle extending to 10 nautical miles from the center, excluding the airspace within VOR Federal airway No. 112, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the SW extremity; within 3 nautical miles either side of the 270° bearing from the center of the circle extending to 15 nautical miles from the center, surface to 10,000 feet MSL to a distance of 7 nautical miles from the center of the circle, thence surface to 6,000 feet MSL to the W extremity.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander, Medium Attack Tactical Electronic Warfare Wing, NAS Whidbey Island, Wash.

R-5704 Hermiston, Oreg.
Boundaries. Beginning at latitude 45°52'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°29'00" W.; to latitude 45°50'00" N., longitude 119°30'30" W.; to latitude 45°52'00" N.; longitude 119°30'30" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. 0800 to 2000 Pst, Monday through Friday.
Using agency. Commanding Officer, Umatilla Ordnance Depot, Hermiston, Oreg.

R-5706 Boardman, Oreg.
Boundaries. Beginning at latitude 45°40'40" N., longitude 120°02'25" W.; to latitude 45°40'40" N., longitude 120°09'00" W.; to latitude 45°45'45" N., longitude 120°09'00" W.; thence east along the south shore of the Columbia River to latitude 45°51'00" N., longitude 119°40'00" W.; to latitude 45°53'00" N., longitude 119°31'00" W.; to latitude 45°46'35" N., longitude 119°31'00" W.; to latitude 45°46'10" N., longitude 119°35'00" W.; thence counterclockwise along the arc of a 5-nautical-mile radius circle centered at latitude 45°43'36" N., longitude 119°41'03" W.; to latitude 45°46'35" N., longitude 119°46'50" W.; to latitude 45°46'35" N., longitude 120°02'25" W.; to point of beginning.
Designated altitudes. 3,500 feet MSL to 10,000 feet MSL.
Time of designation. Continuous.
Controlling agency. FAA, Seattle ARTC Center.
Using agency. Commander, Medium Attack Tactical Electronic Warfare Wing, NAS Whidbey Island, Wash.

§ 73.58 Pennsylvania

R-5801 Chambersburg, Pa.
Boundaries. The arc of a circle, having a 5,000-foot radius, centered at latitude 39°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-5802A Fort Indiantown Gap, Pa.
Boundaries. Beginning at lat. 40°27'30"N., long. 76°44'35"W.; to lat. 40°29'31"N., long. 76°39'08"W.; to lat. 40°28'31"N., long. 76°36'22"W.; to lat. 40°25'06"N., long. 76°44'48"W.; to the point of beginning.
Designated altitudes. 200 feet AGL to 5,000 feet MSL.
Time of designation. February 15 through May 10 and September 1 through December 15, 0800-2300 local time on Saturdays and 0800-1200 local time on Sundays; May 11 through August 31, 0800-2400 local time on Saturdays and 0800-2000 local time on all other days; other times by Notice to Airmen (NOTAM) issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTCC.
Using agency. Commander, Fort Indiantown Gap, Annville, Pa.

AMENDMENTS 12/28/78 43 F. R. 51011 (Added)

R-5802B Fort Indiantown Gap, Pa.
Boundaries. Beginning at lat. 40°25'06"N., long. 76°44'48"W.; to lat. 40°28'31"N., long. 76°36'22"W.; to lat. 40°27'00"N., long. 76°35'06"W.; to lat. 40°23'24"N., long. 76°43'35"W.; to the point of beginning.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation. February 15 through May 10 and September 1 through December 15, 0800-2300 local time on Saturdays and 0800-1200 local time on Sundays; May 11 through August 31, 0800-2400 local time on Saturdays and 0800-2000 local time on all other days; other times by Notice to Airmen (NOTAM) issued at least 48 hours in advance.
Controlling agency. Federal Aviation Administration, New York ARTCC.
Using agency. Commander, Fort Indiantown Gap, Annville, Pa.

AMENDMENTS 12/28/78 43 F. R. 51011 (Added)

R-5803 Chambersburg, Pa.
Boundaries. A circular area with a 2,400-foot radius centered at Lat. 40°02'29" N, Long. 77°44'20" W.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. 0800 to 1600 EST, Monday through Friday.
Using agency. Commanding Officer, Letterkenny Ordnance Depot, Chambersburg, Pa.

§ 73.59 Rhode Island

§ 73.60 South Carolina

R-6001 Fort Jackson, S. C.
Boundaries. Beginning at Lat. 34°03'51" N, Long. 80°42'12" W; to Lat. 34°01'40" N, Long. 80°42'15" W; to Lat. 34°01'50" N, Long. 80°55'15" W; to Lat. 34°02'21" N, Long. 80°56'02" W; to Lat. 34°04'45" N, Long. 80°53'02" W; to Lat. 34°06'19" N, Long. 80°48'47" W; to Lat. 34°05'58" N, Long. 80°46'05" W; to the point of beginning.
Designated altitudes. Surface to 24,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commanding General, Fort Jackson, S. C.

R-6002 Poinsett-Sumter, S. C.
Boundaries. Beginning at latitude 33°54'24" N., longitude 80°24'12" W., to latitude 33°46'25" N., longitude 80°23'12" W., to latitude 33°44'27" N., longitude 80°31'42" W., to latitude 33°50'13" N., longitude 80°31'03" W., to latitude 33°53'37" N., longitude 80°31'03" W., to point of beginning. Excluding that airspace within the Shaw AFB control zone.
Designated altitudes. Surface to 13,000 feet MSL.
Time of designation. Sunrise to 2400 hours local time.
Controlling agency. Federal Aviation Administration, Jacksonville ARTC Center.
Using agency. Commander, Shaw AFB, S. C.

§ 73.61 South Dakota

§ 73.62 Tennessee

§ 73.63 Texas

R-6302A Fort Hood, Tex.
Boundaries. Beginning at lat. 31°10'00"N., long. 97°35'40"W.; to lat. 31°10'00"N., long. 97°41'00"W.; to lat. 31°11'00"N., long. 97°43'00"W.; to lat. 31°10'00"N., long. 97°45'00"W.; to lat. 31°09'00"N., long. 97°45'00"W.; to lat. 31°10'00"N., long. 97°48'00"W.; to lat. 31°15'00"N., long. 97°51'00"W.; to lat. 31°19'00"N., long. 97°51'00"W.; to lat. 31°24'00"N., long. 97°48'00"W.; to lat. 31°23'00"N., long. 97°43'00"W.; to lat. 31°21'00"N., long. 97°41'00"W.; to lat. 31°20'00"N., long. 97°41'00"W.; to lat. 31°14'00"N., long. 97°33'00"W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Commanding Officer, Fort Hood, Tex.

R-6302B Fort Hood, Tex.
Boundaries. Beginning at lat. 31°10'00"N., long. 97°41'00"W.; to lat. 31°09'30"N., long. 97°43'00"W.; to lat. 31°09'00"N., long. 97°43'30"W.; to lat. 31°09'00"N., long. 97°45'00"W.; to lat. 31°10'00"N., long. 97°45'00"W.; to lat. 31°11'00"N., long. 97°43'00"W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Commanding Officer, Fort Hood, Tex.

R-6302C Fort Hood, Tex.
Boundaries. Beginning at lat. 31°09'00"N., long. 97°45'00"W.; to lat. 31°09'00"N., long. 97°52'00"W.; to lat. 31°09'00"N., long. 97°55'00"W.; to lat. 31°16'00"N., long. 97°54'00"W.; to lat. 31°19'00"N., long. 97°51'00"W.; to lat. 31°15'00"N., long. 97°51'00"W.; to lat. 31°10'00"N., long. 97°48'00"W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Commanding Officer, Fort Hood, Tex.

R-6302D Fort Hood, Tex.
Boundaries. Beginning at lat. 31°08'00"N., long. 97°37'00"W.; to lat. 31°08'00"N., long. 97°39'00"W.; to lat. 31°10'00"N., long. 97°41'00"W.; to lat. 31°10'00"N., long. 97°35'40"W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Commanding Officer, Fort Hood, Tex.

R-6302E Fort Hood, Tex.
Boundaries. Beginning at lat. 31°14'00"N., long. 97°33'00"W.; to lat. 31°06'00"N., long. 97°33'00"W.; to lat. 31°08'00"N., long. 97°39'00"W.; to lat. 31°08'00"N., long. 97°37'00"W.; to the point of beginning.
Designated altitudes. Surface to 30,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Houston ARTC Center.
Using agency. Commanding Officer, Fort Hood, Tex.

R-6312 Cotulla, Tex.,
Boundaries: The area within 5 nmi of geographical points located at 28°14'50" N., 98°43'30" W.; and 28°05'53" N., 98°42'51" W.
Designated altitudes: Surface to 12,000 feet MSL except for the area west of a line between 28°17'40" N., 98°47'55" W., and 28°11'55" N., 98°48'00" W., and the area along Highway 624 extending ½ mile each side where the floor is 1,000 feet AGL.
Time of designation: Sunrise to sunset.
Controlling agency. Federal Aviation Administration, ARTCC, Houston, Tex.
Using agency: Chief of Naval Air Advanced Training Command, NAS Corpus Christi, Tex.

§ 73.64 Utah

R-6402 Dugway Proving Ground, Dugway, Utah
Boundaries. Beginning at latitude 40°25'00" N., longitude 112°56'00" W., to latitude 40°13'00" N., longitude 112°43'00" W., to latitude 39°49'00" N., longitude 112°43'00" W., to latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 40°20'20" N., longitude 113°20'02" W., to latitude 40°20'20" N., longitude 113°07'00" W., to latitude 40°25'00" N., longitude 113°07'00" W., to the point of beginning.
Designated altitudes. Surface to Flight Level 580.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commanding Officer, Dugway Proving Ground.

AMENDMENTS 6/14/79 44 F. R. 23207 (Changed) Corr: 44 F. R. 46787

R-6403 Tooele, Utah
Boundaries: Beginning at latitude 40°30'44" N., longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°27'30" W.; to latitude 40°29'32" N., longitude 112°29'15" W.; to latitude 40°30'44" N., longitude 112°29'15" W.; to the point of beginning.
Designated altitudes. Surface to 9,000 feet MSL.
Time of designation. 0800 to 2000 local time, Monday through Friday.
Using agency. Commanding Officer, Tooele Army Depot, Tooele, Utah.

R-6404A Hill AFB, Utah
Boundaries. Beginning at Lat. 41°15'00"N., Long. 113°43'50"W.; to Lat. 41°10'40"N., Long. 112°45'00"W.; to Lat. 41°00'00"N., Long. 112°45'00"W.; to Lat. 41°00'00"N., Long. 112°56'30"W.; to Lat. 40°51'30"N., Long. 112°56'30"W.; to Lat. 40°48'30"N., Long. 113°40'00"W.; to point of beginning.
Designated altitudes. Surface to FL 580.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6404B Hill AFB, Utah
Boundaries. Beginning at lat. 41°10'40"N., long. 112°45'00"W.; to lat. 41°07'00"N., long. 112°39'00"W.; to lat. 41°01'00"N., long. 112°39'00"W.; to lat. 40°51'30"N., long. 112°56'30"W.; to lat. 41°00'00"N., long. 112°56'30"W.; to lat. 41°00'00"N., long. 112°45'00"W.; to point of beginning.
Designated altitudes. 100 feet AGL to FL 580.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6405 Wendover, Utah
Boundaries. Beginning at latitude 39°44'00" N., longitude 113°08'00" W., to latitude 39°23'00" N., longitude 113°19'00" W., to latitude 39°23'00" N., longitude 113°48'00" W., to latitude 39°55'00" N., longitude 113°48'00" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°52'00" N., longitude 113°27'00" W., to latitude 39°49'00" N., longitude 113°08'00" W., to the point of beginning.
Designated altitudes. Surface to flight level 580.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill AFB, Utah.

R-6406 Wendover, Utah
Boundaries. Beginning at 40°40'30" N., 113°00'00" W., to 40°29'00" N., 113°00'00" W., to 40°25'00" N., 112°56'00" W.,to 40°25'00" N., 113°07'00" W., to 40°20'20" N., 113°07'00" W., to 40°20'20" N., 113°49'00" W., to 40°17'00" N., 114°00'00" W., to 40°38'30" N., 114°00'00" W., to point of beginning.
Designated altitudes. Surface to flight level 580.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commander, Hill Air Force Base, Utah.

R-6407 Dugway Proving Ground, Dugway, Utah
Boundaries. Beginning at latitude 40°20'20" N., longitude 113°20'02" W., to latitude 39°55'00" N., longitude 113°26'40" W., to latitude 39°55'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 113°48'00" W., to latitude 40°00'00" N., longitude 114°00'00" W., to latitude 40°17'00" N., longitude 114°00'00" W., to latitude 40°20'20" N., longitude 113°49'00" W., to the point of beginning.
Designated altitudes. Surface to Flight Level 580.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Salt Lake City ARTC Center.
Using agency. Commanding Officer, Dugway Proving Ground

AMENDMENTS 6/14/79 44 F. R. 23207 (Changed) Corr: 44 F. R. 46787

R-6410 Blanding, Utah
Boundaries. Beginning at lat. 37°34'08"N., long. 109°34'16"W.; to lat. 37°16'10"N., long. 109°16'00"W.; to lat. 37°11'40"N., long. 109°25'15"W.; to lat. 37°32'36"N., long. 109°36'54"W.; to the point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. To be activated by NOTAM at least 12 hours in advance.
Controlling agency. Federal Aviation Administration, Denver Air Route Traffic Control Center.
Using agency. Deputy for Air Force, Armament Development and Testing Center, White Sands Missile Range, New Mex.

AMENDMENTS 8/9/79 44 F. R. 34113 (Added)

R-6412 Camp Williams, Utah
Beginning at latitude 40°27'30" N., longitude 111°56'24" W.; thence southerly along Redwood Road (Utah Highway 68) to latitude 40°23'30" N., longitude 111°54'58" W.; to latitude 40°23'30" N., longitude 112°06'00" W.; to latitude 40°27'30" N., longitude 112°06'00" W.; to point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Maximum two-week period during the month of June each year with specific dates to be published by NOTAM.
Controlling agency. Federal Aviation Administration, Salt Lake City Tower,
Using agency. The Adjutant General, State of Utah.

R-6413 Green River, Utah
Boundaries. Beginning at lat. 38°57'00" N., long. 110°09'40" W.; thence to lat. 38°46'03" N., long. 110°06'00" W.; to lat. 38°31'30" N., long. 109°57'00" W.; to lat. 38°31'30" N., long. 109°51'00" W.; to lat. 38°33'27" N., long. 109°46'00" W.; to lat. 38°49'15" N., long. 109°57'02" W.; to lat. 38°58'02" N., long. 110°05'33" W.; thence to point of beginning.
Designated altitudes. Surface to unlimited.
Time of designation. As published by NOTAM issued 48 hours in advance of area activation.
Controlling agency. Federal Aviation Administration, Denver ARTC Center.
Using agency. Deputy for Air Force, White Sands Missile Range, N. Mex. 88002.

§ 73.65 Vermont

R-6501 Underhill, Vt.
Subarea A
Boundaries. Beginning at lat. 44°30'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°55'00"W.; to lat. 44°28'30"N., long. 72°56'30"W.; to lat. 44°29'15"N., long. 72°56'30"W.; to lat. 44°30'00"N., long. 72°53'30"W.; to the point of beginning.
Designated altitudes. Surface to 4,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Burlington Approach Control.
Using agency. Adjutant General, State of Vermont, Montpelier, Vt.

AMENDMENTS 2/22/79 44 F. R. 1088 (Rewritten)

Subarea B
Boundaries. Beginning at lat. 44°30'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°52'00"W.; to lat. 44°27'00"N., long. 72°55'00"W.; to lat. 44°28'30"N., long. 72°56'30"W.; to lat. 44°29'15"N., long. 72°56'30"W.; to lat. 44°30'00"N., long. 72°53'30"W.; to the point of beginning.
Designated altitudes. 4,000 feet MSL to 13,600 feet MSL.
Time of designation. Intermittent.
Controlling agency. Federal Aviation Administration, Burlington Approach Control.
Using agency. Adjutant General, State of Vermont, Montpelier, Vt.

AMENDMENTS 2/22/79 44 F. R. 1088 (Added)

§ 73.66 Virginia

R-6601 Fort A. P. Hill, Va.
Boundaries. Beginning at latitude 38°06'50" N., longitude 77 10'31" 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°11'10" W.; to latitude 38°01'50" N., longitude 77°16'08" W.; to latitude 38°02'15" N., longitude 77°18'01" W.; to latitude 38°03'40" N., longitude 77°18'45" W.; to latitude 38°01'37" N., longitude 77°18'15" W.; thence along Highway U. S. 301 to latitude 38°08'01" N., longitude 77 11'01" W.; to latitude 38°07'53" N., longitude 77 13'10" W.; to latitude 38°06'16" 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 18 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Fort Lee, Va.

R-6602 Fort Pickett, Va.
Boundaries. Beginning at latitude 37°05'37" N., longitude 77°51'54" W.; to latitude 37°04'25" N., longitude 77°51'45" W.; along State Highway No. 40 to latitude 37°03'55" N., longitude 77°51'05" W.; to latitude 37°02'43" N., longitude 77°50'38" W.; to latitude 37°01'05" N., longitude 77°50'43" W.; to latitude 36°59'50" N., longitude 77°50'34" W.; to latitude 36°57'58" N., longitude 77°52'14" W.; to latitude 36°57'54" N., longitude 77°53'19" W.; to latitude 36°58'12" N., longitude 77°57'42" W.; to latitude 37°01'50" N., longitude 77 58'40" W.; to latitude 37°01'50" N., longitude 77°55'58" W.; to latitude 37°05'37" N., longitude 77°56'00" W.; to point of beginning.
Designated altitudes. The area NW of a line between latitude 37°01'05" N., longitude 77°50'43" W., and latitude 36°57'54" N., longitude 77°53'19" W., surface to 18,500 feet MSL. The area SE of this line, surface to 1,900 feet MSL.
Time of designation. Continuous from June 1 through September 8; 0600 EST Saturday to 2200 EST Sunday from September 9 through May 31; other times after issuance of NOTAMS by the using agency at least 48 hours in advance. When activated by NOTAM, another NOTAM shall be issued upon termination of use.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Fort Lee, Va.

R-6604 Chincoteague Inlet, Va.
Boundaries. Beginning at Lat. 37°56'45" N. Long. 75°27'30" W; to Lat. 37°51'30" N, Long. 75°17'15" W; thence 3 nautical miles from and parallel to the shoreline to Lat. 37°38'45" N, Long. 75°31'20" W; to Lat. 37°50'24" N, Long. 75°31'20" W; to the point of beginning.
Designated altitudes. Unlimited.
Time of designation. Continuous.
Controlling agency: Federal Aviation Administration, Washington ARTC Center.
Using agency. Chief, Wallops Station, National Aeronautics and Space Administration, Wallops Island, Va.

R-6606 Pendleton, Va.
Boundaries. Beginning at lat. 36°50'41" N., long. 75°54'40" W.; thence 3 nautical miles from and parallel to the shoreline to lat. 36°34'33" N., long. 75°48'40" W.; to lat. 36°45'03" N., long. 75°56'12" W.; to lat. 36°44'45" N.,long. 75°57'05" W.; to lat. 36°41'39" N., long. 75°53'00" W.; to lat. 36°47'00" N., long. 75° 53'45" W.; to lat. 36°47'18" N., long. 75°56'54" W.; to the point of beginning.
Designated altitudes. Surface to and including 51,000 feet MSL.
Time of designation. 0800-1700 hours local time, Monday through Friday. Other times by NOTAM issued 48 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Fleet Area Control and Surveillance Facility, VACAPES, Virginia Beach, Va.

AMENDMENTS 2/22/79 44 F. R. 1088 (Changed)

R-6608A Quantico, Va.
Boundaries. Beginning at lat. 38°35'10"N., long. 77°34'07"W.; to lat. 38°37'00"N., long. 77°34'07"W.; to lat. 38°37'50"N., long. 77°32'20"W.; to lat. 38°37'00"N., long. 77°25'34"W.; to lat. 38°35'45"N., long. 77° 24'55"W.; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous, 0700 to 2400 hours, local time; other times by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTCC.
Using agency. Commanding General, Marine Corps Development and Education Command, Quantico, Va.

AMENDMENTS 6/14/79 44 F. R. 21766 (Rewritten)

R-6608B Quantico, Va.
Boundaries. Beginning at lat. 38°35'10"N., long. 77°34'07"W.; to lat. 38°35'45"N., long. 77°24'55"W.; to lat. 38°34'00"N., long. 77°24'00"W.; to lat. 38°31'15"N., long. 77°24'20"W.; to lat. 38°29'00"N., long. 77° 28'45"W.; to lat. 38°31'20"N., long. 77°34'07"W.; to the point of beginning.
Designated altitudes. Surface to 10,000 feet MSL.
Time of designation. Continuous, 0700 to 2400 hours, local time; other times by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTCC.
Using agency. Commanding General, Marine Corps Development and Education Command, Quantico, Va.

AMENDMENTS 6/14/79 44 F. R. 21766 (Added)

R-6609 Tangier Island, Va.
Boundaries: Beginning at latitude 37°53'10" N., longitude 76°14'00" W.; to latitude 37°55'15" N., longitude 76°02'30" W.; to latitude 37°50'00" N., longitude 76°00'52" W.; to latitude 37°41'00" N., longitude 76°00'52" W.; to latitude 37°40'00" N., longitude 76°01'30" W.; to latitude 37°40'00" N., longitude 76°10'00" W.; to latitude 37°45'00" N., longitude 76°11'33" W.; to point of beginning.
Designated altitudes: Surface to FL 200.
Time of designation: 0800 to 2300 hours, local time, other times by NOTAM issued at least 48 hours in advance.
Controlling agency: Federal Aviation Administration, Washington ARTC Center.
Using agency: Commanding Officer, NAS Patuxent River, Md.

R-6611 Dahlgren Complex, Va.
Subarea A
Boundaries. Beginning at Lat. 38°21'30" N, Long. 77°01'15" W; to Lat. 38°17'30" N, Long. 76°56'00" W; to Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to Lat. 38°19'15" N. Long. 77°02'00" W; to the point of beginning.
Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. 0800-1700 local time, Monday through Friday, other times by NOTAM issued 48 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Surface Weapons Center, Dahlgren, Va.

Subarea B
Boundaries. Beginning at lat. 38°21'30" N., long. 77°01'15" W.; to lat. 38°17'30" N., long. 76°56'00" W.; to lat. 38°15'45" N., long. 76°52'00" W.; to lat. 38°13'00" N., long. 76°54'35" W.; to lat. 38°19'15" N., long. 77°02'00" W.; to the point of beginning.
Designated altitudes. 40,000 feet MSL to 60,000 feet MSL.
Time of designation. By NOTAM issued 48 hours in advance.
Controlling agency: Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Surface Weapons Center, Dahlgren, Va.

R-6612 Dahlgren Complex, Va.
Boundaries. Two overlapping circular areas with 7,000-foot radii centered at Lat. 38°17'59" N, Long. 77°02'15" W, and Lat. 38°18'23" N, Long. 77°02'57" W.
Designated altitudes. Surface to 7,000 feet MSL.
Time of Designation. 0800-1700 local time, Monday through Friday, other times by NOTAM issued 48 hours in
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Surface Weapons Center, Dahlgren, Va.

R-6613 Dahlgren Complex, Va.
Subarea A
Boundaries. Beginning at Lat. 38°15'45" N, Long. 76°52'00" W; to Lat. 38°13'30" N, Long. 76°46'35" W; to Lat. 38°10'00" N, Long. 76°50'00" W; to Lat. 38°13'00" N, Long. 76°54'35" W; to the point of beginning.
Designated altitudes. Surface to 40,000 feet MSL.
Time of designation. 0800-1700 local time, Monday through Friday, other times by NOTAM 48 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Surface Weapons Center, Dahlgren, Va.

Subarea B.
Boundaries. Beginning at lat. 38°15'45" N., long. 76°52'00" W.; to lat. 38°13'30" N., long. 76°46'35" W.; to lat. 38°10'00" N., long. 76°50'00" W.; to lat. 38°13'00" N., long. 76°54'35" W.; to the point of beginning.
Designated altitudes. 40,000 feet MSL to 60,000 feet MSL.
Time of designation. By NOTAM issued 48 hours in advance.
Controlling agency. Federal Aviation Administration, Washington ARTC Center.
Using agency. Commander, Naval Surface Weapons Center, Dahlgren, Va.

§ 73.67 Washington

R-6701 Admiralty Inlet, Wash.
Boundaries. Beginning at Lat. 48°10'00" N, Long. 122°34'48" W; to Lat. 48°05'45" N, Long. 122°31'30" W; to Lat. 48°06'06" N; Long. 122°41'12" W; to Lat. 48°10'00" N, Long. 122°40'56" W; to the point of beginning.
Designated altitudes: Surface to 5,000 feet MSL.
Time of designation. Sunrise to sunset, Monday through Friday. Saturday and Sunday as published by NOTAM 24 hours in advance.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander, Medium Attack Tactical Electronic Warfare Wing, NAS Whidbey Island, Wash.

R-6703 Fort Lewis, Wash.

Subarea A
Boundaries. Beginning at latitude 47°03'08" N., longitude 122°41'05" W.; to latitude 47°04'35" N., longitude 122°41'05" W.; to latitude 47°04'42" N., longitude 122°38'15" W.; to latitude 47°03'38" N., longitude 122°35'36" W.; to latitude 46°58'17" N., longitude 122°37'40" W.; thence via the Nisqually River to point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

Subarea B
Boundaries. Beginning at latitude 47°03'38" N., longitude 122°35'36" W.; to latitude 47°02'36" N., longitude 122°34'48" W.; to latitude 47°00'46" N., longitude 122°34'48" W.; to latitude 47°00'00" N., longitude 122°35'35" W.; to latitude 46°58'17" N., longitude 122°37'40" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

Subarea C
Boundaries. Beginning at latitude 46°58'17" N., longitude 122°37'40" W.; to latitude 46°54'35" N., longitude 122°41'25" W.; to latitude 46°54'18" N., longitude 122°43'32" W.; to latitude 46°55'12" N., longitude 122°44'30" W.; to latitude 47°03'08" N., longitude 122°41'05" W.; thence via the Nisqually River to point of beginning.
Designated altitudes. Surface to 14,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

Subarea D
Boundaries. Beginning at latitude 47°03'38" N., longitude 122°35'36" W.; to latitude 47°02'14" N., longitude 122°32'15" W.; to latitude 47°01'48" N., longitude 122°31'38" W.; to latitude 47°01'00" N., longitude 122°31'37" W.; to latitude 47°00'42" N., longitude 122°33'12" W.; to latitude 47°00'30" N., longitude 122°33'16"W.; to latitude 47°00'00" N., longitude 122°35'35" W.; to latitude 47°00'46" N., longitude 122°34'48" W.; to latitude 47°02'36" N., longitude 122°34'48" W.; to point of beginning.
Designated altitudes. Surface to 5,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, McChord Approach Control.
Using agency. Commanding General, Fort Lewis, Wash.

R-6707 Queets, Wash.
Boundaries. Beginning at Lat. 47°29'25" N, Long. 124°25'00" W; clockwise along the arc of a 3-mile radius circle centered at Lat. 47°27'00" N, Long. 124°24'15" W to Lat. 47°24'25" N, Long. 124°24'30" W; thence 3 nautical miles from and parallel to the shoreline to the point of beginning.
Designated altitudes. Surface to 12,000 feet MSL.
Time of designation. 0800 to 1700 local time, Monday through Friday.
Controlling agency. Hoquiam FSS.
Using agency. Commander, Medium Attack Tactical Electronic Warfare Wing, NAS Whidbey Island, Wash.

R-6713A Whidbey Island, Wash.
Boundaries. Beginning at lat. 48°14'54" N., long. 122°53'30" W.; to lat. 48°21'27" N., long. 122°59'34" W.; to lat. 48°23'06" N., long. 122°55'18" W.; to lat. 48°22'54" N., long. 122°49'12" W.; to lat. 48°20'12" N., long. 122°46'42" W.; to lat. 48°16'00" N., long. 122°48'27" W.; to point of beginning excluding that airspace within 1000 feet both horizontally and vertically around Smith Island centered at lat. 48°19'10" N., long. 122°50'33" W.; and excluding that airspace from the surface to 100 feet AGL beyond a 1.25-nautical mile surface radius of lat. 48°19'11" N., long. 122°54'12" W.
Designated altitudes. Surface to 5,000 feet MSL (less exclusions).
Time of designation. Daily, 0700 to 2400 local time.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander Medium Attack Tactical Electronic Warfare Wing, U. S. Pacific Fleet (COMMATVAQWINGPAC), NAS Whidbey Island, Wash.

R-6713B Whidbey Island, Wash.
Boundaries. Beginning at lat. 48°14'54" N., long. 122°53'30" W.; thence to lat. 48°21'27" N., long. 122°59'34" W.; to lat. 48°23'06" N., long. 122°55'18" W.; to lat. 48°22'54" N., long. 122°49'12" W.; to lat. 48°20'12" N., long. 122°46'42" W.; to lat. 48°16'00" N., long. 122°48'27" W.; to point of beginning.
Designated altitudes. 5000 feet MSL to 10,000 feet MSL.
Time of designation. 0800 to 2400 local time, Monday through Friday.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander Medium Attack Tactical Electronic Warfare Wing, U. S. Pacific Fleet (COMMATVAQWINGPAC), NAS Whidbey Island, Wash.

R-6713C Whidbey Island, Wash.
Boundaries. Beginning at lat. 48°14'54" N., long. 122°53'30" W.; thence to lat. 48°21'27" N., long. 122°59'34" W.; to lat. 48°23'06" N., long. 122°55'18" W.; to lat. 48°22'54" N., long. 122°49'12" W.; to lat. 48°20'12" N., long. 122°46'42" W.; to lat. 48°16'00" N., long. 122°48'27" W.; to point of beginning.
Designated altitudes. 10,000 feet MSL to 15,000 feet MSL.
Time of designation. 0800 to 2400 local time, Monday through Friday.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commander Medium Attack Tactical Electronic Warfare Wing, U. S. Pacific Fleet (COMMATVAQWINGPAC), NAS Whidbey Island, Wash.

R-6714A Yakima, Wash.
Boundaries. Beginning at lat. 46°51'00"N., long. 119°58'00"W.; along the west shore of the Columbia River to lat. 46°42'30"N., long. 119°58'15"W.; to lat. 46°33'00"N., long. 120°04'00"W.; to lat. 46°37'00"N., long. 120°20'00"W.; to lat. 46°43'00"N., long. 120°26'38"W.; to lat. 46°51'00"N., long. 120°21'30"W.; to lat. 46°51'00"N., long. 120°16'30"W.; to lat. 46°54'30"N., long. 120°15'00"W.; clockwise along the arc of a 12-mile radius circle centered at lat. 46°44'45"N., long. 120°20'00"W.; to lat. 46°51'00"N., long. 120°08'30"W.; to the point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Intermittent, activated by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Seattle ARTCC.
Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS. 6/14/79 44 F. R. 21766 (Rewritten)

R-6714B Yakima, Wash.
Boundaries. Beginning at lat. 46°42'30"N., long. 119°58'15"W.; along the west shore of the Columbia River, to lat. 46°38'30"N., long. 119°55'30"W.; to lat. 46°33'00"N., long. 119°55'30"W.; to lat. 46°33'00"N., long. 120°04'00"W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commanding General, Fort Lewis, Wash.

R-6714C Yakima, Wash.
Boundaries. Beginning at lat. 46°33'00"N., long. 120°04'00"W.; to lat. 46°33'00"N., long. 120°09'00"W.; to lat. 46°37'00"N., long. 120°20'00"W.; to point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, Seattle ARTC Center.
Using agency. Commanding General, Fort Lewis, Wash.

R-6714D Yakima, Wash.
Boundaries. Beginning at lat. 46°43'00"N., long. 120°26'38"W.; to lat. 46°37'00"N., long. 120°20'00"W.; to lat. 46°40'35"N., long. 120°26'35"W.; to the point of beginning.
Designated altitudes. Surface to 29,000 feet MSL.
Time of designation. Intermittent, activated by NOTAM issued at least 24 hours in advance.
Controlling agency. Federal Aviation Administration, Seattle ARTCC.
Using agency. Commanding General, Fort Lewis, Wash.

AMENDMENTS 6/14/79 44 F. R. 21766 (Added)

§ 73.68 West Virginia

§ 73.69 Wisconsin

R-6901 Camp McCoy, WI.
Boundaries: Beginning at latitude 44°08'40" N., longitude 90°44'20" W.; to latitude 44°08'40" N., longitude 90°40'22" W.; to latitude 44°09'36" N., longitude 90°40'22" W.; to latitude 44°09'36" N., longitude 90°36'50" W.; to latitude 44°00'02" N., longitude 90°36'35" W.; to latitude 44°00'02" N., longitude 90°35'15" W.; to latitude 43°56'22" N., longitude 90°35'20" W.; to latitude 43°56'22" N., longitude 90°39'00" W.; to latitude 43°56'38" N., longitude 90°41'00" W.; to latitude 43°56'40" N., longitude 90°45'05" W.; to latitude 43°58'30" N., longitude 90°44'30" W.; to latitude 43°58'40" N., longitude 90°43'55" W.; to latitude 44°02'45" N., longitude 90°44'30" W.; and then to the point of beginning.
Designated altitudes: Surface to 20,000 feet MSL.
Time of designation: Continuous.
Using agency: Commanding Officer, Camp McCoy, WI.
Controlling agency: Federal Aviation Administration, Chicago ARTC Center.

R-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-6904A Volk Field, Wis.
Boundaries. Beginning at lat. 44°18'00"N., long. 89°59'00"W.; to lat. 44°10'00"N., long. 89°59'00"W.; to lat. 44°10'00"N., long. 90°11'00"W.; to lat. 44°18'00"N., long. 90°11'00"W.; thence to point of beginning excluding that airspace within R-6904B.
Designated altitudes. 150 feet AGL to 17,000 feet MSL.
Time of designation. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wis.

R-6904B Volk Field, Wis.
Boundaries. Beginning at lat. 44°15'00"N., long. 89°59'00"W.; to lat. 44°13'00"N., long. 89°59'00"W.; to lat. 44°13'00"N., long. 90°07'00"W.; to lat. 44°15'00"N., long. 90°07'00"W.; thence to point of beginning.
Designated altitudes. Surface to 17,000 feet MSL.
Time of designation. Continuous, sunrise to sunset.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. Commander, Volk Field, Wis.

R-6905A Lake Michigan
Boundaries. Within 1½ NM each side of a direct line between coordinates lat. 44°17'00"N., long. 87°32'00"W., and lat. 44°05'00"N., long. 86°29'00"W., ending at the shoreline.
Designated altitude. Surface to 6,000 feet MSL.
Time of use. As activated by NOTAM, 12 hours in advance.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. University of Wisconsin.

R-6905B Lake Michigan
Boundaries. Within 1½ NM each side of a direct line between coordinates lat. 44°09'00"N., long. 86°56'30"W., and lat. 43°15'00"N., long. 87°10'00"W.
Designated altitude. Surface to 6,000 feet MSL.
Time of use. As activated by NOTAM, 12 hours in advance.
Controlling agency. Federal Aviation Administration, Chicago ARTC Center.
Using agency. University of Wisconsin.

§ 73.70 Wyoming

R-7001A Guernsey, Wyo.
Boundaries. Beginning at lat. 42°27'30"N., long. 104°52'30"W.; to lat. 42°27'30"N., long. 104°42'30"W.; to lat. 42°22'30"N., long. 104°42'30"W.; to lat. 42°20'00"N., long. 104°52'30"W.; to the point of beginning.
Designated altitudes. Surface to but not including 8,000 feet MSL.
Time of designation. Intermittent, 24 hours in advance by NOTAM.
Controlling agency. Federal Aviation Administration, Denver ARTCC.
Using agency. Adjutant General, State of Wyoming.

AMENDMENTS 8/9/79 44 F. R. 34114 (Rewritten)

R-7001B Guernsey, Wyo.
Boundaries. Beginning at lat. 42°27'30"N., long. 104°52'30"W.; to lat. 42°27'30"N., long. 104°52'30"W.; to lat. 42°27'30"N., long. 104°42'30"W.; to lat. 42°22'30"N., long. 104°42'30"W.; to lat. 42°20'00"N., long. 104°52'30"W.; to the point of beginning.
Designated altitudes. 8,000 feet MSL to 23,500 feet MSL.
Time of designation. Intermittent, 24 hours in advance by NOTAM.
Controlling agency. Federal Aviation Administration, Denver ARTCC.
Using agency. Adjutant General, State of Wyoming.

AMENDMENTS 8/9/79 44 F. R. 34114 (Added)

§ 73.71 Puerto Rico

R-7103 Salinas, P. R.
SUBAREA A
Boundaries: Beginning at latitude 18°03'00" N., longitude 66°14'35" W.; to latitude 18°01'16" N., longitude 66°15'14" W.; to latitude 17°59'57" N., longitude 66°16'00" W.; to latitude 17°59'16" N., longitude 66°17'11" W.; to latitude 18°01'00" N., longitude 66°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 beginning at latitude 18°02'45" N., longitude 65°27'05" W.; to latitude 18°13'10" N., longitude 65°25'27" W.; thence clockwise along the 3-nautical-mile limit from the shoreline to point of beginning.
Designated altitudes. Surface to FL 500.
Time of designation. Continuous.
Controlling agency. Federal Aviation Administration, San Juan ARTC Center.
Using agency. Commanding Officer, Atlantic Fleet Weapons Training Facility, NS, Roosevelt Roads, Puerto Rico.

§ 73.72 Guam

R-7201 Farallon De 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.

SUBPART B — PROHIBITED AREAS

§ 73.87 Prohibited Areas

P-56 District of Columbia

Boundaries:

A. Beginning at the southwest corner of the Lincoln Memorial (latitude 38°53'20" N.; longitude 77°03'03" W.);
Thence via a 327° bearing, 0.6 mile, to the intersection of New Hampshire Avenue and Rock Creek and Potomac Parkway NW (latitude 38°53'45" N.; longitude 77°03'24" W.);
Thence northeast along New Hampshire Avenue, 0.6 mile, to Washington Circle, at the intersection of New Hampshire Avenue and K street NW (latitude 38°54'08" N.; longitude 77°03'02" W.);
Thence east along K Street, 2.5 miles, to the railroad overpass between First and Second Streets NE (latitude 38°54'08" N.; longitude 77°00'14" W.);
Thence southeast via a 158° bearing, 0.7 mile, to the southeast corner of Stanton Square, at the intersection of Massachusetts Avenue and Sixth Street NE (latitude 38°53'35" N.; longitude 76°59'57" W.);
Thence southwest via a 211° bearing, 0.8 mile, to the Capitol Power Plant at the intersection of New Jersey Avenue and E Street SE. (latitude 38°52'59" N.; longitude 77°00'25" W.);
Thence west via a 265° bearing. 0.7 mile, to the intersection of the Southwest Freeway (Interstate Route 95) and Sixth Street SW., extended (latitude 38°52'56" N.; longitude 77°01'13" W.);
Thence north along Sixth Street, 0.4 mile, to the intersection of Sixth Street and Independence Avenue SW. (latitude 38°53'15" N.; longitude 77°01'13" W.);
Thence west along the north side of Independence Avenue, 0.8 mile, to the intersection of Independence Avenue and 15th Street SW. (latitude 38°53'16" N.; longitude 77°02'02" W.);
Thence west along the southern lane of Independence Avenue, 0.4 mile to the west end of the Kutz Memorial Bridge over the Tidal Basin (latitude 38°53'12" N.; longitude 77°02'28" W.);
Thence west via a 285° bearing, 0.6 mile, to the southwest corner of the Lincoln Memorial, the point of beginning.

B. That area within a one-half mile radius from the center of the U. S. Naval Observatory located between Wisconsin and Massachusetts Avenues at 34th Street NW. (latitude 38°55'17" N.; longitude 77°04'02" W.).

Designated altitudes: Surface to 18,000 feet MSL.
Time of designation: Continuous.
Using agency: Administrator, Federal Aviation Administration, Washington, D. C.

§73.88

P-77 Plains, Ga.

Boundaries. That airspace within one mile each side of a line extending from lat. 32°02'00"N., long. 84° 23'38"W.; to lat. 32°01'03"N., long. 84°25'25"W., and within a one mile radius of each of the above coordinates.
Designated altitudes. Surface to 1500 feet MSL.
Time of designation. Continuous.
Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§73.89

P-47 Amarillo, Tex.

Boundaries. Beginning at lat. 35°21'09"N., long. 101°37'03"W., to lat. 35°21'11"N., long. 101°32'27"W., to lat. 35°18'09"N., long. 101°32'27"W., to lat. 35°18'09"N., long. 101°34'48"W., to lat. 35°17'55"N., long. 101°35'08"W., to lat. 35°17'55"N., long. 101°35'37"W., to lat. 35°19'05"N., long. 101°35'40"W., to lat. 35°19'05"N., long. 101°36'04"W., to lat. 35°18'02"N., long. 101°36'27"W., to lat. 35°18'02"N., long. 101°37'03"W., to point of beginning.
Designated altitudes. Surface to 4,800 feet MSL (1,200 feet AGL).
Time of designation. Continuous.
Using agency. Manager, Pantex Field Office, Department of Energy, Amarillo, Tex.

§73.90

P-40 Thurmont, Md.

Boundaries: That airspace within a one nautical mile radius of the Naval Support Facility, latitude 39°38'53" N., longitude 77°28'01" W.
Designated altitudes: Surface to but not including 5,000 feet MSL.
Time of designation. Continuous.
Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§73.91

P-73 Mount Vernon, Va.

Boundaries: That airspace within a 0.5-mile radius of latitude 38°42'28" N., longitude 77°05'11" W.
Designated altitudes. Surface to but not including 1,500 feet MSL.
Time of designation. Continuous.
Using agency. Administrator, Federal Aviation Administration, Washington, D. C.

§73.92

P-26 Denver, Colo.

Boundaries. Beginning at latitude 39°48'45" N., longitude 104°50'46" W.; to latitude 39°50'00" N., longitude 104°50'46" W.; to latitude 39°51'22" N., longitude 104°50'18" W.; to latitude 39°51'22" N., longitude 104°48'00" W.; to latitude 39°48'45" N., longitude 104°48'00" W.; to point of beginning.
Designated altitudes. Surface to 6,900 feet MSL.
Time of designation. Continuous.
Using agency. Commanding Officer, Rocky Mountain Arsenal, Denver, Colo.

PART 75-ESTABLISHMENT OF JET ROUTES AND AREA HIGH ROUTES

SUBPART A — GENERAL
Sec.
75.1 Applicability.
75.11 Jet routes
75.13 Area high routes; control area designation.
75.15 Reserved
75.17 Bearings; Radials; Miles

SUBPART B — JET ROUTES
Sec.
75.100 Jet routes

SUBPART C — RESERVED

SUBPART D — AREA HIGH ROUTES
75.400 Area high routes.

SUBPART A -- GENERAL

§75.1 Applicability.

The routes described in Subpart B, between high altitude navigational aids or intersections of their signals, are designated as jet routes along which aircraft may be operated between 18,000 feet MSL and flight level 450.
The routes described in Subpart D of this Part are designated as area high routes.

§75.11 Jet Routes

Each jet route designated in Subpart B consists of a direct course for navigating aircraft between 18,000 feet MSL and flight level 450, inclusive, between the navigational aids and intersections specified for that route.

§75.13 Area high routes; control area designation.

(a) Each area high route designated in Subpart D of this Part consists of a direct course for navigating aircraft at altitudes between 18,000 feet MSL and flight level 450, inclusive, between the waypoints specified for that route.
(b) Unless otherwise specified, that airspace on each side of an area high route that has a lateral extent specified in §71.6 and that extends outside the continental control areas, is designated as a control area.

§75.15 Reserved

§75.17 Bearings: Radials: Miles

(a) All bearings and radials in this Part are true and are applied from point of origin.
(b) Unless otherwise specified, all mileages in this Part are stated as nautical miles.

SUBPART B -- JET ROUTES

§75.100 Jet Routes.

SUBPART C — RESERVED

SUBPART D -- AREA HIGH ROUTES

§ 75.400 Area high routes.

SUBPART B - JET ROUTES

§ 75.100 Jet routes.

(Unless otherwise specified the place names appearing in the description of the jet routes indicate the VOR or VORTAC facilities identified by such names.).

Jet Route No. 1 From the INT of the United States/Mexican Border with the direct course between the Mission Bay, Calif., VORTAC and the Tijuana, Mexico, VOR, via Mission Bay; Oceanside, Calif.; Los Angeles, Calif.; INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; Oakland, Calif.; Red Bluff, Calif.; Medford, Oreg.; Portland, Oreg., to Seattle, Wash.

Jet Route No. 2 From Mission Bay, Calif., via Imperial, Calif.; Bard, Ariz.; INT of the Bard 089° and Gila Bend, Ariz., 261° radials; Gila Bend, Cochise, Ariz.; El Paso, Tex.; Fort Stockton, Tex.; Junction, Tex.; San Antonio, Tex.; Humble, Tex.; Lake Charles, La.; INT of the Lake Charles 089° and the New Orleans, La., 275° radials; New Orleans; Semmes, Ala.; Crestview, Fla.; INT of the Crestview 091° and the Tallahassee, Fla., 290° radials; Tallahassee; to Jacksonville, Fla.

AMENDMENTS 11/29/79 44 F. R. 57083 (Changed)

Jet Route No. 3 From Oakland, Calif., via Red Bluff, Calif.; Lakeview, Oreg.; Kimberly, Oreg.; Spokane, Wash., to Cranbrook, British Columbia, excluding the portion that lies over Canadian territory.

Jet Route No. 4 From Los Angeles, Calif., via INT Los Angeles 083° and Twentynine Palms, Calif., 269° radials; Twentynine Palms, Calif.; via intersection of Twentynine Palms 103° and Casa Grande, Ariz., 299° radials; Casa Grande; San Simon, Ariz.; Newman, Tex.; Wink, Tex.; Abilene, Tex.; Dallas-Fort Worth, Tex.; Shreveport, La.; Jackson, Miss.; Meridian, Miss.; Montgomery, Ala.; INT Montgomery 051° and Augusta, Ga., 273° radials; Augusta; Columbia, S. C.; Florence, S. C.; to Wilmington, N. C.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed) Corr: 44 F. R. 31169

Jet Route No. 5 From Los Angeles, Calif., via the INT of the Palmdale, Calif., 291° and the Bakersfield, Calif., 149° radials; Bakersfield; Reno, Nev.; Lakeview, Oreg.; Seattle, Wash.; to Vancouver, British Columbia, excluding that portion within Canada.

Jet Route No. 6 From the INT of the Salinas, Calif., 145° and the Palmdale, Calif., 291° radials via Palmdale; Hector, Calif.; Needles, Calif.; Prescott, Ariz.; Zuni, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Tex.; Oklahoma City, Okla.; Little Rock, Ark.; Bowling Green, Ky.; Charleston, W. Va.; Front Royal, Va.; Westminster, Md.; INT of Westminster 080° and Robbinsville, N. J. 239° radials; to Robbinsville.

Jet Route No. 7 From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Rome, Oreg.; Boise, Idaho; Dillon, Mont.; Great Falls, Mont.; to Swift Current, Saskatchewan, Canada. The airspace within Canada is excluded.

Jet Route No. 8 From Needles, Calif., via Winslow, Ariz.; Gallup, N. Mex.; Las Vegas, N. Mex.; Borger, Tex.; INT Borger 095° and Kingfisher, Okla., 261° radials; Kingfisher; Springfield, Mo.; St. Louis, Mo.; Louisville, Ky.; Charleston, W. Va.; Casanova, Va.; INT Casanova 051° and Westminster, Md., 080° radials; INT Westminster 030° and Robbinsville, N. J., 239° radials; to Robbinsville.

Jet Route No. 9 From Los Angeles, Calif., via Daggett, Calif.; Las Vegas, Nev.; INT Las Vegas 046° and Milford, Utah, 213° radials; Milford; Fairfield, Utah; Salt Lake City, Utah; Dubois, Idaho; Dillon, Mont., to Great Falls, Mont.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed) Corr: 44 F. R. 31169

Jet Route No. 10 From Los Angeles, Calif., via intersection Los Angeles 083° and Twentynine Palms, Calif., 269° radials; Twentynine Palms; intersection of Twentynine Palms 075° and Prescott, Ariz., 262° radials; Prescott; Farmington, N. Mex., Gunnison, Colo.; INT Gunnison 060° and Denver, Colo., 225° radials; Denver; INT Denver 058° and North Platte, Nebr., 260° radials; North Platte, Nebr.; Wolbach, Nebr.; to Des Moines, Iowa.

AMENDMENTS 10/4/79 44 F. R. 46788 (Changed)
AMENDMENTS 11/29/79 44 F. R. 62884 (Changed)

Jet Route No. 11 From Tucson, Ariz., via INT Tucson 316° and Phoenix, Ariz., 161° radails; Phoenix; Prescott, Ariz.; Bryce Canyon, Utah; Fairfield, Utah; to Salt Lake City, Utah.

Jet Route No. 12 From Salt Lake City, Utah, via Fairfield, Utah; to Grand Junction, Colo.

Jet Route No. 13 From the INT of the United States/Mexican border and the Truth or Consequences, N. Mex., 162° radial via Truth or Consequences; Albuquerque, N. Mex.; Alamosa, Colo.; Denver, Colo.; Cheyenne, Wyo.; Casper, Wyo.; Billings, Mont.; Great Falls, Mont.; to Lethbridge, Alberta, Canada. The airspace within Canada is excluded.

Jet Route No. 14 From Amarillo, Tex., via Oklahoma City, Okla.; Little Rock, Ark.; Vulcan, Ala.; to Atlanta, Ga.; INT Atlanta, Ga., 092° and Spartanburg, S. C., 234° radials; Spartanburg; Greensboro, N. C.; Richmond, Va.; to Kenton, Del.

Jet Route No. 15 From Humble, Tex., via INT Humble 269° and Junction, Tex., 112° radials; Junction; Wink, Tex.; Roswell, N. Mex.; INT of the Roswell 319° and the Albuquerque, N. Mex., 126° radials; Albuquerque; Farmington, N. Mex.; Grand Junction, Colo.; Salt Lake City, Utah; Boise Idaho; Kimberly, Oreg.; INT Kimberly 288° and Portland, Oreg., 136° radials; to Portland.

Jet Route No. 16 From Portland, Oreg., via Pendleton, Oreg.; Whitehall, Mont.; Billings, Mont.; Dupree, S. Dak.; Sioux Falls, S. Dak.; Mason City, Iowa; Badger, Wis.; Peck, Mich.; via the Peck 100° radial to the United States/Canadian Border. From the United States/Canadian Border to Buffalo, N. Y., via the Buffalo 274° radial; Albany, N. Y.; to Boston, Mass.

Jet Route No. 17 From San Antonio, Tex., via Abilene, Tex.; Amarillo, Tex.; Tobe, Colo.; Pueblo, Colo.; Denver, Colo., to Rapid City, S. Dak.

Jet Route No. 18 From Mission Bay, Calif., via Imperial, Calif.; Bard, Ariz.; INT of the Bard 089° and Gila Bend, Ariz., 261° radials; Gila Bend; Phoenix, Ariz.; St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Garden City, Kans.; Salina, Kans.; Kirksville, Mo.; Bradford; to Joliet, Ill.

AMENDMENTS 11/29/79 44 F. R. 57083 (Changed)

Jet Route No. 19 From Phoenix, Ariz., via INT Phoenix 051° and Zuni, Ariz., 242° radials; Zuni; Las Vegas, N. Mex.; Liberal, Kans.; Wichita, Kans.; Butler, Mo.; to St. Louis, Mo.

Jet Route No. 20 From Seattle, Wash., via Yakima, Wash.; Pendleton, Oreg.; McCall, Idaho; Pocatello, Idaho; Rock Springs, Wyo.; Denver, Colo.; Kiowa, Colo.; Lamar, Colo.; Liberal, Kans.; INT Liberal 137° and Oklahoma City, Okla., 282° radials; Oklahoma City; Shreveport, La.; Jackson, Miss.; Montgomery, Ala.; Meridian, Miss.; Tallahassee, Fla.; INT Tallahassee 129° and Orlando, Fla., 306° radials; Orlando; INT Orlando 154° and Fort Lauderdale, Fla., 339° radials to Fort Lauderdale.

AMENDMENTS 2/22/79 43 F. R. 59477 (Changed)

Jet Route No. 21 From the INT of the United States/Mexican Border and the Laredo, Tex., 172° radial via Laredo; San Antonio, Tex.; Austin, Tex.; Waco, Tex.; Dallas-Fort Worth, Tex.; INT Dallas-Fort Worth 355° and Oklahoma City, Okla., 158° radials; Oklahoma City; Wichita, Kans.; Omaha, Nebr.; Minneapolis, Minn.; to Duluth, Minn.

Jet Route No. 22 From Nuevo Laredo, Mexico, via Laredo, Tex.; Corpus Christi, Tex.; Palacios, Tex.; Lake Charles, La.; McComb, Miss.; Meridian, Miss.; Vulcan, Ala.; Knoxville, Tenn.; Pulaski, Va.; to Gordonsville, Va. The airspace within Mexico is excluded.

Jet Route No. 23 From San Antonio, Tex., via Millsap, Tex.; Oklahoma City, Okla.; Pioneer, Okla.; to Wichita, Kans.

Jet Route No. 24 From Myton, Utah, to Hayden Colo. From Hugo, Colo., via Salina, Kans.; Kansas City, Mo.; St. Louis, Mo.; Indianapolis, Ind.; Falmouth, Ky.; Charleston, W. Va.; to Richmond, Va.

Jet Route No. 25 From Matamoras, Mex., via Brownsville, Tex.; INT of the Brownsville 358° and the Corpus Christi, Tex., 178° radials; Corpus Christi; INT of the Corpus Christi 311° and the San Antonio, Tex., 167° radials; San Antonio; Austin, Tex.; Waco, Tex.; Dallas-Fort Worth, Tex., Tulsa, Okla.; Kansas City, Mo.; Des Moines, Iowa; Mason City, Iowa; to Minneapolis, Minn. The airspace within Mexico is excluded.
AMENDMENTS 10/4/79 44 F. R. 46788 (Changed)

Jet Route No. 26 From Ciudad Juarez, Mex., via El Paso, Tex.; INT of El Paso 070° and Roswell, N. Mex., 215° radials; Roswell; Amarillo, Tex.; Gage, Okla.; Wichita, Kans.; Kansas City, Mo.; Kirksville, Mo.; Bradford, Ill.; to Joliet, Ill. The airspace within Mexico is excluded.

Jet Route No. 27 From San Antonio, Tex., to Lufkin, Tex.

Jet Route No. 28 From Pueblo, Colo., via Garden City, Kans., to Wichita, Kans.

Jet Route No. 29 From the INT Of the United States/Mexican Border and the Corpus Christi, Tex., 229° radial via Corpus Christi; Palacios, Tex.; Humble, Tex.; Lufkin, Tex.; Shreveport, La.; Memphis, Tenn.; Pocket City, Ind., INT Pocket City 051° and Rosewood, Ohio, 230° radials; Rosewood; Cleveland, Ohio; Jamestown, N. Y.; Syracuse, N. Y.; Plattsburgh, N. Y.; Bangor, Maine, to Presque Isle. The airspace within Mexico is excluded.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Jet Route No. 30 From Minneapolis, Minn., via Nodine, Minn.; Joliet, Ill., Appleton, Ohio; INT of Appleton 111° and Belaire, Ohio, 142° radials; to Front Royal, Va.

Jet Route No. 31 From New Orleans, La., via Meridian, Miss.; to Vulcan.

Jet Route No. 32 From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.; Battle Mountain, Nev.; Malad City, Idaho; 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 From Humble, Tex., via INT Humble 349° and Dallas-Fort Worth, Tex., 138° radials to Dallas-Fort Worth.

Jet Route No. 34 From Hoquiam, Wash., via Olympia, Wash., Moses Lake, Wash.; Helena, Mont.; Billings, Mont.; Dupree, S. Dak.; Redwood Falls, Minn.; Nodine, Minn.; Badger, Wis.; INT of Badger 098° and Carleton, Mich., 297° radials; Carleton; Cleveland, Ohio; Bellaire, Ohio; to Martinsburg, W. Va.

AMENDMENTS 12/28/78 43 F. R. 51012 (Changed)

Jet Route No. 35 From New Orleans, La., via McComb, Miss.; Greenwood, Miss.; Memphis, Tenn.; Farmington, Mo.; St. Louis, Mo.; Capital, Ill.; the INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet, to Northbrook, Ill.

Jet Route No. 36 From Mullan Pass, Idaho, via Great Falls, Mont.; Dickinson, N. D., via Fargo, N. Dak.; Minneapolis, Minn.; Nodine, Minn.; Badger, Wis.; INT Badger 086° and Flint, Mich., 278° radials; Flint; INT Flint 102° and Dunkirk, N. Y., 274° radials; Dunkirk; to Huguenot, N. Y., excluding the portion within Canada.

Jet Route No. 37 From Hobby, Tex., via INT of the Hobby 090° and New Orleans, La., 257° radials; New Orleans; Semmes, Ala.; Montgomery, Ala.; Spartanburg, S. C.; Gordonsville, Va.; Kenton, Del.; Coyle, N. J.; Kennedy, N. Y.; Albany, N. Y.; Massena, N. Y., to the INT of the Massena 037° radial and the United States/Canadian Border.

Jet Route No. 38 From the INT of the United States/Canadian Border and the direct radial between Duluth, Minn., and Sioux Narrows, Ont., via Duluth; Green Bay, Wis., to Peck, Mich.

Jet Route No. 39 From Crestview, Fla., via Montgomery, Ala.; Vulcan, Ala., Nashville, Tenn.; Louisville, Ky., to Rosewood, Ohio.

Jet Route No. 40 From Montgomery, Ala., via Macon, Ga.; Charleston, S. C.; Wilmington, N. C.; Richmond, Va.; INT Richmond 009° and Gordonsville, Va., 059° radials; INT Gordonsville 059° and New Castle, Del., 222° radials; to New Castle.

Jet Route No. 41 From Key West, Fla., via INT of Key West 358° and St. Petersburg, Fla., 151° radials; St. Petersburg; Tallahassee, Fla.; Montgomery, Ala.; Vulcan, Ala.; Memphis, Tenn.; Springfield, Mo., Kansas City, Mo., to Omaha, Nebr.

Jet Route No. 42 From Delicias, Mexico, via Fort Stockton, Tex.; Abilene, Tex.; Dallas-Fort Worth, Tex.; Texarkana, Ark.; Memphis, Tenn.; Nashville, Tenn.; Beckley, W. Va.; Casanova, Va.; INT Casanova 051° and Westminster, Md., 080° radials; INT Westminster 080° and Robbinsville, N. J., 239° radials; Robbinsville; INT Robbinsville 073° and Hampton 223° radials; to Hampton. The portion of this route outside of the United States is excluded.

AMENDMENTS 10/4/79 44 F. R. 46790 (Changed)

Jet Route No. 43 From Miami, Fla., via LaBelle, Fla.; St. Petersburg, Fla.; Tallahassee, Fla.; Atlanta, Ga.; Knoxville, Tenn.; Falmouth, Ky.; Rosewood, Ohio; Carleton, Mich., to Sault Ste. Marie, Mich.

AMENDMENTS 11/29/79 44 F. R. 57082 (Changed)

Jet Route No. 44 From Phoenix, Ariz., via Winslow, Ariz., Farmington, N. Mex.; Alamosa, Colo.; INT Alamosa 003° and Denver, Colo., 225° radials; to INT Denver 225° and Kiowa, Colo., 266° radials.

Jet Route No. 45 From Biscayne Bay, Fla., via INT Biscayne Bay 015° and Vero Beach, Fla., 143° radials; Vero Beach; Ormond Beach, Fla., Jacksonville, Fla.; Alma, Ga.; Macon, Ga.; Atlanta, Ga.; Nashville, Tenn.; St. Louis, Mo.; Des Moines, Iowa; Sioux Falls, S. Dak.; to Aberdeen, S. Dak.

Jet Route No. 46 From Tulsa, Okla., via Walnut Ridge, Ark.; Nashville, Tenn., to Knoxville, Tenn.

Jet Route No. 47 From Charleston, S. C., via Columbia, S. C., to Spartanburg, S. C.

Jet Route No. 48 From Pulaski, Va., via Westminster, Md.; INT Westminster 043° and Kennedy, N. Y., 252° radials; Kennedy; INT Kennedy 042° and Boston, Mass., 252° radials; to Boston.

Jet Route No. 49 From Philipsburg, Pa., via Hancock, N. Y.; Albany, N. Y.; Bangor, Maine; Presque Isle, Maine.

Jet Route No. 50 From Bakersfield, Calif., via Paradise, Calif.; intersection Paradise 093° and Blythe, Calif., 282° radials; Blythe; intersection Blythe 096° and Gila Bend, Ariz., 299° radials; Gila Bend; Casa Grande, Ariz.; San Simon, Ariz.; INT San Simon 105° and El Paso, Tex., 275° radials; El Paso; INT El Paso 093° and Wink, Tex., 266° radials; Wink; Abilene, Tex.; Waco, Tex.; Lufkin, Tex.; INT of the Lufkin 086° and the Alexandria, La., 270° radials; Alexandria; McComb, Miss., to Crestview, Fla.

AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 51 From Jacksonville, Fla., via Savannah, Ga.; Columbia, S. C.; Raleigh-Durham, N. C.; to Norfolk, Va.

Jet Route No. 52 From Vancouver, British Columbia, Canada, via Spokane, Wash.; Salmon, Idaho; Dubois, Idaho; Rock Springs, Wyo.; Denver, Colo.; Kiowa, Colo.; Lamar, Colo.; Liberal, Kans.; INT Liberal 137° and Ardmore, Okla., 309° radials; Ardmore; Dallas-Fort Worth, Tex.; Texarkana, Ark.; Greenwood, Miss.; Bigbee, Miss.; Vulcan, Ala.; Atlanta, Ga.; Augusta, Ga.; Columbia, S. C.; Raleigh-Durham, N. C.; to Richmond, Va. The portion within Canada is excluded.

Jet Route No. 53 From Biscayne Bay, Fla., via Orlando, Fla.; Jacksonville, Fla.; Augusta, Ga.; Spartanburg, S. C.; Pulaski, Va.; INT of Pulaski 015° and Ellwood City, Pa., 177° radials; Ellwood City; to Kleinburg, Ontario, Canada. The portion within Canada is excluded.

Jet Route No. 54 From Tatoosh, Wash., via Olympia, Wash.; Pendleton, Oreg.; Boise, Idaho; to Pocatello, Idaho.

Jet Route No. 55 From Jacksonville, Fla., via Savannah, Ga.; Charleston, S. C.; Florence, S. C.; INT of the Florence 007° and the Raleigh, N. C., and the Raleigh-Durham, N. C., 224° radials; Raleigh-Durham, Flat Rock, Va.; INT of the Flat Rock 025° and the Gordonsville, Va., 059° radials; INT of the Gordonsville 059 and Sea Isle, N. J., 253° radials; Sea Isle; INT Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; Providence, R. I.; Boston, Mass.; Kennebunk, Maine; Presque Isle, Maine; to Mont Joli, Quebec, Canada, excluding the portion within Canada.

Jet Route No. 56 From Mina, Nev., via Salt Lake City, Utah; Hayden, Colo.; INT Hayden 090° and Denver, Colo., 325° radials; to Denver.

Jet Route No. 57 From Truth or Consequences, N. Mex., via Socorro, N. Mex.; to Albuquerque, N. Mex.

Jet Route No. 58 From Oakland, Calif., via Stockton, Calif.; Coaldale, Nev.; Wilson Creek, Nev.; Bryce Canyon, Utah; Farmington, N. Mex.; Las Vegas, N. Mex.; Amarillo, Tex.; Wichita Falls, Tex.; Dallas-Fort Worth, Tex., Alexandria, La.; INT of the Alexandria 126° and the New Orleans, La., 295° radials; New Orleans; INT of Grand Isle, La., 104° and Crestview, Fla., 201° radials; INT of Grand Isle 104° and Sarasota, Fla., 286° radials; Sarasota; INT of Sarasota 138° and Biscayne Bay, Fla., 301° radials; to Biscayne Bay.

Jet Route No. 59 From Philipsburg, Pa., to Syracuse, N.Y.

Jet Route No. 60 From Los Angeles, Calif., via Paradise, Calif.; Hector, Calif.; Boulder City, Nev.; Bryce Canyon, Utah; Hanksville, Utah; Grand Junction, Colo.; Denver, Colo.; Hayes Center, Nebr.; Lincoln, Nebr.; Iowa City, Iowa; Joliet, Ill.; Cleveland, Ohio; Philipsburg, Pa.; INT Philipsburg 100° and Robbinsville, N. J., 293° radials; to Robbinsville.

AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 61 From Westminster, Md., via Philipsburg, Pa., to Buffalo, N.Y.

Jet Route No. 62 From Kennedy, N. Y., via the INT of Kennedy 080° and the Nantucket, Mass., 255° radials; Nantucket; to lat. 41°08'00"N., long. 67°00'00"W.

Jet Route No. 63 From Kennedy, N. Y., via Huguenot, N. Y.; INT of Huguenot 321° and Syracuse, N. Y., 149° radials; to Syracuse.

Jet Route No. 64 From Los Angeles, Calif., via Paradise, 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., 280° radials; Fort Wayne; Ellwood City, Pa.; to Robbinsville, N.J.

AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 65 From Abilene, Tex., via Roswell, N. Mex.; Truth or Consequences, N. Mex.; Phoeniz, Ariz.; INT Phoenix 272° and Blythe, Calif., 096° radials; Blythe; Palmdale, Calif.; INT Palmdale 291° and Bakersfield, Calif., 149° radials; Bakersfield; Fresno, Calif.; Sacramento, Calif.; to Red Bluff, Calif.

Jet Route No. 66 From Dallas-Fort Worth, Tex., via Little Rock, Ark.; Memphis, Tenn.; to Rome, Ga.

Jet Route No. 67 From Lakeview, Oreg., direct Portland, Oreg.

Jet Route No. 68 From Badger, Wis., via INT Badger 086° and Flint, Mich., 278° radials; Flint; INT Flint 102° and Dunkirk, N.Y., 274° radials; Dunkirk; Hancock, N.Y.; INT Hancock 082° and Putnam, Conn., 293° radials; Putnam; Providence, R.I.; to Nantucket, Mass., excluding the portion within Canada.

Jet Route No. 69 From Semmes, Ala., via INT of the Semmes 015° and the Vulcan, Ala., 232° radials; to Vulcan.

Jet Route No. 70 From 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 Badger, Wis., 312° radials; Badger; Pullman, Mich.; Salem, Mich.; Jamestown, N. Y.; Sparta, N. J.; to Kennedy, N. Y.

Jet Route No. 71 From Memphis, Tenn., Centralia, Ill.; INT Centralia 019° and Northbrook, Ill., 186° radials; to Northbrook.

Jet Route No. 72 From Boulder City, Nev., via Peach Springs, Ariz.; Gallup, N. Mex.; Albuquerque, N. Mex.; Texico, N. Mex.; Wichita Falls, Texas; to Dallas-Fort Worth, Tex.

AMENDMENTS 2/22/79 44 F. R. 40 (Changed)

Jet Route No. 73 From Miami, Fla., via LaBelle, Fla.; Lakeland, Fla.; Tallahassee, Fla.; LaGrange, Ga.; Nashville, Tenn.; Lewis, Ind.; to Northbrook, Ill.

AMENDMENTS 11/29/79 44 F. R. 57082 (Changed)

Jet Route No. 74 From Los Angeles, Calif., via Paradise, Calif.; INT of the Paradise 093° and the Parker, Calif., 261° radials; Parker; St. Johns, Ariz., Scorro, N. Mex.; Texico, N. Mex.; to Oklahoma City, Okla.

AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 75 From Biscayne Bay, Fla., via the Biscayne Bay 301° and the Lakeland, Fla., 175° radials; Lakeland, Fla.; Taylor, Fla.; Columbia, S.C.; Greensboro, N.C.; Gordonsville, Va.; Westminster, Md.; Huguenot, N.Y.; Albany, N.Y.; Plattsburgh, N.Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian Border.

Jet Route No. 76 From Las Vegas, Nev., via INT Las Vegas 090° and Tuba City, Ariz., 268° radials; Tuba City; Las Vegas, N. Mex.; Tucumcari, N. Mex.; Wichita Falls, Tex.; to Dallas-Fort Worth, Tex.

AMENDMENTS 6/14/79 44 F. R. 23208 (Rewritten)

Jet Route No. 77 From Wilmington, N. C., via Gordonsville, Va.; Westminster, Md.; Huguenot, N. Y.; to Boston, Mass.

Jet Route No. 78 From Los Angeles, Calif., via Seal Beach, Calif.; Thermal, Calif.; Parker, Calif.; Prescott, Ariz; Zuni, Ariz.; Albuquerque, N. Mex.; Tucumcari, N. Mex.; Amarillo, Texas; Oklahoma City, Okla.; Tulsa, Okla.; Farmington, Mo.; Louisville, Ky.; Charlesto, W. Va.; Philipsburg, Pa.; INT Philipsburg 083° and Keating, Pa., 099° radials; to Kennedy, N. Y.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed)

Jet Route No. 79 From Key West, Fla., via Miami, Fla.; Palm Beach, Fla.; Vero Beach, Fla.; Ormond Beach, Fla.; INT of Ormond Beach 360° and Jacksonville, Fla., 028° radials; Charleston, S.C.; Wilmington, N.C.; Haw, N.C.; Norfolk, Va.; INT of Norfolk 023° and Coyle, N.J., 208° radials; Coyle; Kennedy, N. Y.; INT Kennedy 080° and Nantucket, Mass., 255° radials; INT Nantucket 255° and Hyannis, Mass., 205° radials; Hyannis; INT Hyannis 003° and Bangor, Maine. 206° radials; Bangor.

Jet Route No. 80 From Oakland, Calif., via Stockton, Calif., Coaldale, Nev.; Wilson Creek, Nev.; Milford, Utah; Grand Junction, olo.; Denver, Colo.; Goodland, Kans.; Hill City, Kans.; Kansas City, Mo.; Capital, Ill.; Indianapolis, Ind.; Bellaire, Ohio; INT of the Bellaire 090° and Robbinsville, N. J., 264° radials; Robbinsville; to Kennedy, N.Y.

et Route No. 82 From Portland, Oreg., via McCall, Idaho; Dubois, Idaho; Crazy Woman, Wyo.; Rapid City, S. Dak; Sioux Falls, S. Dak.; Fort Dodge, Iowa; Dubuque, Iowa; INT of Dubuque 095° and Joliet, Ill., 317° adials; Joliet; Cleveland, Ohio; Jamestown, N.Y.; to Albany, N.Y.

Jet Route No. 83 From Spartanburg, S. C., via INT Spartanburg 341° and Appleton, Ohio, 184° radials; Appleton; o Cleveland, Ohio.

Jet Route No. 84 From Oakland, Calif., via Linden, Calif.; Mina, Nev.; Delta, Utah; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

Jet Route No. 85 From Biscayne Bay, Fla., via INT Biscayne Bay 328° and Lakeland, Fla., 140° radials; Lakeland; Taylor, Fla.; Alma, Ga.; Augusta, Ga.; Spartanburg, S.C.; Charleston, W. Va.; INT of the Charleston 357° and the Cleveland, Ohio 172° radials; Cleveland; to Salem, Mich. The portion within Canada is excluded.

Jet Route No. 86 From Boulder City, Nev., via Peach Springs, Ariz.; Winslow, Ariz.; El Paso, Tex.; Fort Stockton, Texas; Junction, Tex.; Austin, Tex.; Humble, Tex.; Leeville, La.; INT of Leeville 104° and Sarasota, Fla., 286° radials; Sarasota; INT of Sarasota 103° and LaBelle, Fla., 313° radials; LaBelle; to Miami.

AMENDMENTS 11/29/79 44 F. R. 57082 (Changed)

Jet Route No. 87 From Humble, Tex., via Navasota, Tex.; Dallas-Fort Worth, Tex.; Tulsa, Okla.; Butler, Mo.; Kirksville, Mo.; Bradford, Ill.; Joliet, Ill.; to Northbrook, Ill.

Jet Route No. 88 From Los Angeles, Calif., via Santa Barbara, Calif.; Salinas, Calif.; to Point Reyes, Calif.

Jet Route No. 89 From Biscayne, Fla., via the INT of Biscayne Bay 301° and Lakeland, Fla., 166° radials; Lakeland; Cross City, Fla.; Atlanta, Ga.; Louisville, Ky.; Boiler, Ind.; Northbrook; Badger, Wis.; Duluth, Minn.; to Winnipeg, Manitoba, Canada. The portion within Canada is excluded.

AMENDMENTS 2/22/79 43 F. R. 56021 (Changed)
AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Jet Route No. 90 From Seattle, Wash., via Ephrata, Wash.; Mullan Pass, Idano; Lewistown, Mont.; Miles City, Mont.; Aberdeen, S. Dak.; Redwood Falls, Minn.; Mason City, Iowa; INT of the Mason City 095° and the Northbrook, Ill., 292° radials; to Northbrook.

Jet Route No. 91 From Atlanta, Ga., via Knoxville, Tenn., Henderson, W. Va.; to Bellaire, Ohio.

Jet Route No. 92 From Reno, Nev., via Coaldale, Nev.; Beatty, Nev.; INT Beatty 131° and Boulder City, Nev., 284° radials; Boulder City; Prescott, Ariz.; Phoenix, Ariz.; Casa Grande, Ariz.; INT of Casa Grande 145° and Tucson, Ariz., 298° radials; Tucson; to the INT of the Tucson 185° radial and the United States/Mexican border.

Jet Route No. 93 From the INT of the United States/Mexican Border and the Julian, Calif., 123° radial via Julian; Paradise, Calif.; INT Paradise 290° and Los Angeles, Calif., 083° radials; to Los Angeles.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed)
AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 94 From Oakland, Calif., via Stockton, Calif.; Reno, Nev.; Battle Mountain, Nev.; Lucin, Utah; Rock Springs, Wyo.; Scottsbluff, Nebr.; O'Neill, Nebr.; 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.

Jet Route No. 95 From Kennedy, N.Y., via Huguenot, N.Y., Buffalo, N.Y.; to Kleinburg, Ontario, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 96 From Los Angeles, Calif., via Paradise, Calif.; INT Paradise 093° and Parker, Calif., 261° radials; Parker; Prescott, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Garden City, Kans.; Salina, Kans.; Kirksville, Mo.; Bradford, Ill.; to Joliet, Ill.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed) Corr: 44 F. R. 31169
AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 97 From lat. 39°07'00"N., long. 67°00'00"W., via Nantucket; Boston, Mass.; to Plattsburgh, N. Y.

Jet Route No. 98 From Liberal, Kans., via Gage, Okla.; Oklahoma City, Okla.; via Tulsa, Okla.; Springfield, Mo.; to Farmington, Mo.

Jet Route No. 99 From Augusta, Ga., via Knoxville, Tenn.; to Louisville, Ky.

Jet Route No. 100 From Los Angeles, Calif., via Daggett, Calif.; Las Vegas, Nev.; INT of Las Vegas 046° and Bryce Canyon, Utah, 240° radials; Bryce Canyon; Meeker, Colo.; Sidney, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed)

Jet Route No. 101 From Humble, Texas, via Lufkin, Texas; Shreveport, La.; Little Rock, Ark.; St. Louis, Mo.; Capital, Ill.; INT of the Capital 036° and the Joliet, Ill., 204° radials; Joliet; Northbrook, Ill.; Badger, Wis.; Green Bay, Wis.; to Sault Ste. Marie, Mich.

Jet Route No. 102 From Phoenix, Ariz., via INT of Phoenix 066° and Zuni, N. Mex., 226° radials; Zuni; Alamosa, Colo.; Lamar, Colo.; to Salina, Kans.

Jet Route No. 103 From St. Petersburg, Fla., via Orlando, Fla.; Ormond Beach, Fla.; to Savannah, Ga.

Jet Route No. 104 From Los Angeles, Calif., via INT Los Angeles 083° and Twentynine Palms, Calif., 269° radials; Twentynine Palms; via intersection Twentynine Palms 103° and Gila Bend, Ariz., 312° radials; Gila Bend, Tucson, Ariz.; San Simon, Ariz.; Socorro, N. Mex.; Las Vegas, N. Mex.; to Pueblo, Colo.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed) Corr: 44 F. R. 31169

Jet Route No. 105 From Dallas-Fort Worth, Tex., via Razorback, Ark.; Springfield, Mo.; Bradford, Ill.; to Badger, Wis.

Jet Route No. 106 From Minneapolis, Minn., via Green Bay, Wis.; INT Green Bay 106° and Flint, Mich., 310° radials; Flint; INT Flint 127° and Salem, Mich., 092° radials; Jamestown, N.Y.; Sparta, N.J.; to Kennedy, N.Y., excluding the portion within Canada.

Jet Route No. 107 That airspace over United States territory from Los Angeles, Calif., via Paradise, Calif.; Hector, Calif.; Boulder City; Milford, Utah; Delta, Utah; Rock Springs, Wyo.; Crazy Woman, Wyo.; Dickinson, N. Dak.; Pembina, N. Dak., to Kenora, Ontario, Canada.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed)
AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 108 From Winslow, Ariz., via St. Johns, Ariz.; Truth or Consequences, N. Mex.; INT Truth or or Consequences, N. Mex., 106° and Wink, Tex., 297° radials; to Wink, Tex.

Jet Route No. 109 From Wilmington, N.C., via Gordonsville, Va.; Front Royal, Va.; to Buffalo, N.Y.

Jet Route No. 110 From Oakland, Calif., via Salinas, Calif.; Fresno, Calif.; Boulder City, Nev.; 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 From Nome, Alaska, via Unalakleet, Alaska; McGrath, Alaska; Anchorage, Alaska; Middleton Island, Alaska; to SNOUT INT (Middleton Island 121° and Yakutat, Alaska 215° radials).

Jet Route No. 112 From Butler, Mo., via Farmington, Mo., to Louisville, Ky.

Jet Route No. 113 From Northbrook, Ill., via Dubuque, Iowa; to Minneapolis, Minn.

Jet Route No. 114 From Denver, Colo.; O'Neill, Nebr.; Sioux Falls, S. Dak.; to Minneapolis, Minn.

Jet Route No. 115 From Shemya, Alaska, NDB, via Adak, Alaska, NDB; Dutch Harbor, Alaska, NDB; Cold Bay, Alaska; King Salmon, Alaska; INT King Salmon 053° and Kenai, Alaska, 239° radials; Kenai; Anchorage, Alaska; Fairbanks, Alaska; Chandalar, Alaska, NDB; to Deadhorse, Alaska.

Jet Route No. 116 From Salt Lake City, Utah, via Fairfield, Utah; Meeker, Colo.; to Denver, Colo

Jet Route No. 117 From McGrath, Alaska, via Galena, Alaska; to Kotzebue, Alaska.

Jet Route No. 118 From Memphis, Tenn., via Chattanooga, Tenn., to Spartanburg, S.C.

Jet Route No. 119 From St. Petersburg, Fla., to Taylor, Fla.

Jet Route No. 120 From Bethel, Alaska, via McGrath, Alaska; Fairbanks, Alaska; Fort Yukon, Alaska; to the Barter Island, Alaska, NDB.

Jet Route No. 121 From Jacksonville, Fla., via Charleston, S. C.; Norfolk, Va.; INT Norfolk 023° and Snow Hill, Md., 211° radials; Snow Hill; Sea Isle, N. J.; INT Sea Isle 050° and Hampton, N. Y., 223° radials; Hampton; Providence, R. I.; to INT Providence 045° and Boston, Mass., 066° radials.

Jet Route No. 122 From Fairbanks, Alaska, via Galena, Alaska; to Nome, Alaska.

Jet Route No. 123 From INT Kodiak, Alaska, 107° radial and NW boundary Anchorage Oceanic Control Area at lat. 57°28'00"N., long. 150°32'00"W., via Kodiak; King Salmon, Alaska; Bethel, Alaska; Nome, Alaska; Kotzebue, Alaska; to Barrow, Alaska.

Jet Route No. 124 From Anchorage, Alaska, via Big Lake, Alaska; Gulkana, Alaska; to Northway, Alaska.

Jet Route No. 125 From Kodiak, Alaska, via Anchorage, Alaska; INT Anchorage 347° and Talkeetna, Alaska, 196° radials; Talkeetna; to Nenana, Alaska.

AMENDMENTS 10/4/79 44 F. R. 46787 (Changed)

Jet Route No. 126 From Los Angeles, Calif., via the INT of the Los Angeles 319° and the Avenal, Calif., 145° radials; Avenal; Stockton, Calif.; Sacramento, Calif.; Red Bluff, Calif.; Medford, Oreg.; Eugene, Oreg.; Newberg, Oreg.; Olympia, Wash.; to Vancouver, British Columbia, Canada. That portion outside the United States is excluded.

Jet Route No. 127 From Cape Newenham, Alaska, NDB via King Salmon, Alaska; to INT King Salmon 042° and Anchorage, Alaska, 246° radials.

Jet Route No. 128 From Los Angeles, Calif., via Paradise, Calif.; Peach Springs, Ariz.; Tuba City, Ariz.; Gunnison, Colo.; Denver, Colo.; Hays Center, Nebr.; Wolbach, Nebr.; Dubuque, Iowa; to Northbrook, Ill.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed) Corr: 44 F. R. 31169
AMENDMENTS 10/4/79 44 F. R. 47326 (Changed)

Jet Route No. 129 From Nome, Alaska, to Kotzebue, Alaska, via INT Nome 009° and Kotzebue 221° radials.

Jet Route No. 130 From Wilson Creek, Nev., via INT Wilson Creek 068° and Grand Junction, Colo., 274° radials; Grand Junction; INT Grand Junction 090° and Kiowa, Colo., 256° radials; INT Kiowa 256° and Denver, Colo., 225° radials to INT Denver 225° and Kiowa 266° radials.

Jet Route No. 131 From San Antonio, Tex., via INT San Antonio 007° and Dallas-Fort Worth, Tex., 218° radials; Dallas-Fort Worth; Texarkana, Ark.; Little Rock, Ark.; to Pocket City, Ind.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Jet Route No. 132 From Fort Dodge, Iowa, to Mason City, Iowa.

Jet Route No. 133 From Biorka Island, Alaska, via Hinchinbrook, Alaska, NDB; to Johnstone Point, Alaska.

Jet Route No. 134 From Los Angeles, Calif., via Seal Beach, Calif.; Thermal, Calif.; Parker, Calif.; Prescott, Ariz.; Gallup, N. Mex.; Cimarron, N. Mex.; Liberal, Kans., Wichita, Kans.; Butler, Mo.; St. Louis, Mo.; Falmouth, Ky.; INT of Falmouth 085° and Front Royal, Va., 264° radials; to Front Royal.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed)

Jet Route No. 135 From Bethel, Alaska, to Unalakleet, Alaska.

Jet Route No. 136 From Newport, Oreg., via Portland, Oreg., Yakima, Wash., Spokane, Wash.; Mullan Pass, Idaho; INT Mullan Pass 101° and Billings, Mont., 301° radials; to Billings.

Jet Route No. 137 From Capital, Ill., via Farmington, Mo.; Walnut Ridge, Ark.; to Little Rock, Ark.

Jet Route No. 138 From Fort Stockton, Tex., via Center Point, Tex.; San Antonio, Tex.; Hobby, Tex.; to Lake Charles, La.

Jet Route No. 139 From Bettles, Alaska, to Deadhorse, Alaska.

Jet Route No. 140 From Fargo, N. Dak., via Duluth, Minn., to Sault Ste. Marie, Mich.

Jet Route No. 142 From San Simon, Ariz., via the INT of the San Simon 038° and the Socorro, N. Mex., 233° radials; to Socorro.

Jet Route No. 143 From Eugene, Oreg., via The Dallas, Oreg.; to Spokane, Wash.

Jet Route No. 144 From Wolbach, Nebr.; via Des Moines, Iowa; to Dubuque, Iowa.

Jet Route No. 145 From Toccoa, Ga., via Charleston, W. Va.; INT Charleston 034° and the Ellwood City, Pa., 194° radials to Ellwood City, Pa.

Jet Route No. 146 From Los Angeles, Calif., via Daggett; Calif.; Las Vegas, Nev.; Dove Creek, Colo.; Gunnison, Colo., Goodland, Kans.; Lincoln, Nebr.; Iowa City, Iowa; Joliet, Ill.; South Bend, Ind.; INT South Bend 089° and Chardon, Ohio, 279° radials; Chardon, Keating, Pa.; to Kennedy, N. Y., excluding the portion within Canada.

AMENDMENTS 6/14/79 44 F. R. 23208 (Changed)

Jet Route No. 147 From Beckley, W. Va., to Gordonsville, Va.

Jet Route No. 148 From Coaldale, Nev., via Delta, Utah; Myton, Utah; Cheyenne, Wyo.; to O'Neill, Nebr.

Jet Route No. 149 From Casanova, Va., via INT of Casanova 280° and Rosewood, Ohio, 116° radials; Rosewood; to Fort Wayne, Ind.

Jet Route No. 150 From Gordonsville, Va., via INT Gordonsville 059° and Woodstown, N. J., 230° radials; Woodstown; Robbinsville, N. J.; Hampton, N. Y.; INT Hampton 069° and Hyannis, Mass., 237° radials; Hyannis; to the INT Hyannis 068° and Boston, Mass., 097° radials.

Jet Route No. 151 From Vulcan, Ala., via INT Vulcan 335° and Farmington, Mo., 139° radials; Farmington; St. Louis, Mo.; Des Moines, Iowa; O'Neill, Nebr.; Rapid City; S. Dak.; Billings, Mont.; INT Billings 266° and Whitehall, Mont., 103° radials; to Whitehall.

Jet Route No. 152 From Capital, Ill., via INT Capital 091° and Rosewood, Ohio, 263° radials; Rosewood; Johnstown, Pa.; Harrisburg, Pa.; to INT Harrisburg 099° and Westminster, Md., 058° radials.

Jet Route No. 154 From Battle Mountain, Nev., via Bonneville, Utah; Salt Lake City, Utah; to Rock Springs, Wyo., Bonneville, Utah; Salt Lake City, Utah; to Rock Springs, Wyo.

AMENDMENTS: 6/14/79 44 F. R. 23207 (Changed)

Jet Route No. 155 From the Chandalar Lake, Alaska, NDB to Nenana, Alaska.

Jet Route No. 156 From Wilson Creek, Nev., to Meeker, Colo.

Jet Route No. 157 From the INT of Denver, Colo., 058° and Gill, Colo., 151° radials, via INT Denver 058° and Scottsbluff, Nebr., 189° radials; Scottsbluff; to Rapid City, S. Dak.

Jet Route No. 158 From Mina, Nev., via Lucin, Utah; Malad City, Idaho; INT Malad City 087° and Casper, Wyo., 241° radials; Casper; Rapid City, S. D.; to Aberdeen, S. D.

Jet Route No. 159 From Portland, Oreg., to Redmond, Oreg.

Jet Route No. 160 From Fairbanks, Alaska, via INT Fairbanks 016° and Fort Yukon, Alaska, 229° radials; Fort Yukon; to Komakuk, Yukon Territory, Canada, NDB. The airspace within Canada is excluded.

Jet Route No. 161 From Zuni, N. Mex., to Farmington, N. Mex.

Jet Route No. 162 From Cleveland, Ohio, via Bellaire, Ohio, INT of Bellaire 142° and Front Royal, Va., 283° radials; to Front Royal.

Jet Route No. 163 From Rock Springs, Wyo., to Hayden, Colo.

Jet Route No. 165 From Charleston, S. C., to Richmond, Va.

Jet Route No. 166 From San Simon, Ariz.; via Truth or Consequences, N. Mex.; Roswell, N. Mex.; to Wichita Falls, Texas.

Jet Route No. 167 From Johnstone Point, Alaska, via Gulkana, Alaska; Big Delta, Alaska; to Fort Yukon, Alaska.

Jet Route No. 168 From Wichita Falls, Tex., via Lamar, Colo.; Hugo, Colo.; to Kiowa, Colo.

Jet Route No. 169 From Los Angeles, Calif.; via Seal Beach, Calif.; Thermal, Calif.; Blythe, Calif.

Jet Route No. 170 From Crazy Woman, Wyo., via Casper, Wyo.; Medicine Bow, Wyo.; INT Medicine Bow 165° and Denver, Colo., 325° radials; to Denver.

Jet Route No. 171 From Tobe, Colo., via Hugo, Colo.; to Kiowa, Colo.

Jet Route No. 172 From the INT of Denver, Colo., 058° and Gill, Colo., 151° radials, via INT Denver 058° and Sidney, Nebr., 189° radials; to Sidney.

Jet Route No. 173 From Salt Lake City, Utah, to Meeker, Colo.

Jet Route No. 174 From Hampton, N. Y., via INT Hampton 069° and Hyannis, Mass., 237° radials: Hyannis: to the INT of Hyannis 080° and Nantucket, Mass., 066° radials.

Jet Route No. 177 From Humble, Tex., via Hobby, Tex., to Tampico, Mexico, excluding the portion south of Lat. 26°00'00" N.

Jet Route No. 178 From Fort Wayne, Ind., to Appleton, Ohio.

Jet Route No. 180 From Humble, Tex., via Daisetta, Tex.; to Little Rock, Ark.

Jet Route No. 181 From Phoenix, Ariz., to Newman, Tex.

Jet Route No. 185 From Traverse City, Mich., to Flint, Mich.

Jet Route No. 186 From Toccoa, Ga., to the INT of the Spartanburg, S. C., 341° and the Appleton, Ohio, 184° radials.

Jet Route No. 189 From Avenal, Calif., via Linden, Calif.; Klamath Falls, Oreg.; Portland, Oreg.; to Seattle, Wash.

Jet Route No. 192 From Goodland, Kans., to Pawnee City, Nebr.

Jet Route No. 195 From Annette Island, Alaska, to Biorka Island, Alaska.

Jet Route No. 196 From Bryce Canyon, Utah, via INT Bryce Canyon 048° and Meeker, Colo., 247° radials; to Meeker.

Jet Route No. 197 From Gunnison, Colo., via INT Gunnison 083° and Goodland, Kans., 251° radials; Goodland; Wolbach, Nebr.; to Sioux Falls, S.D.

Jet Route No. 198 From Mina, Nev., via Wilson Creek, Nev.; INT Wilson Creek 075° and Meeker, Colo., 247° radials; to Meeker.

AMENDMENTS 6/14/79 44 F. R. 23207 (Changed)

Jet Route No. 199 From Wilson Creek, Nev., via Delta, Utah; INT Delta 068° and Meeker, Colo., 262° radials; to Meeker.

Jet Route No. 201 From Myton, Utah, via INT Myton 056° and Rock Springs, Wyo., 084° radials; to Scottsbluff, Nebr.

Jet Route No. 202 From Fairfield, Utah, via INT Fairfield 026° and Rock Springs, Wyo., 249° radials; Rock Springs; to Casper, Wyo.

Jet Route No. 203 From Billings, Mont., via INT Billings 347° and Great Falls, Mont., 093° radials; to Great Falls.

Jet Route No. 204 From Dupree, S.D., via Miles City, Mont.; INT Miles City 295° and Great Falls, Mont., 093° radials; to Great Falls.

Jet Route No. 500 From Thunder Bay, Ontario, via Sault Ste. Marie, Mich.; North Bay, Ontario, Canada; Killaloe, Ontario, RBN; Ottawa, Ontario; St. Johns, Quebec; Sherbrooke, Quebec; Millinocket, Maine to Fredericton, New Brunswick excluding the portions outside the United States.

Jet Route No. 501 From Point Reyes, Calif., via Medford, Oreg.; Hoquiam, Wash., INT Hoquiam 354° and Tatoosh, Wash., 162° radials; Tatoosh; Cape Scott, British Columbia, Canada, RBN; Sandspit, British Columbia, Canada; Biorka Island, Alaska; Yakutat, Alaska; Johnstone Point, Alaska; Anchorage, Alaska; Sparrevohn, Alaska, NDB; to Bethel, Alaska, excluding the airspace within Canada.

Jet Route No. 502 From Seattle, Wash.; via Victoria, British Columbia, Canada; Malcolm Island, Canada; Annette Island, Alaska; Level Island, Alaska; Sisters Island, Alaska; Burwash Landing, Yukon Territory Canada, RBN; Northway, Alaska; Fairbanks, Alaska, to Kotzebue, Alaksa, excluding the airspace within Canada.

Jet Route No. 503 From Seattle, Wash., to the United States/Canadian Border via the Seattle direct radial to Princeton, British Columbia.

Jet Route No. 505 From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian border.

Jet Route No. 506 From Millinocket, Maine, via the intersection of Millinocket 114° and St. John, N.B., 267° radials; to the intersection of the St. John 267° radial with the United States/Canadian border.

Jet Route No. 507 From Barrow, Alaska, via Deadhorse, Alaska; Fort Yukon, Alaska, Northway, Alaska; to Yakutat, Alaska, excluding the portion within Canada.

Jet Route No. 509 From Beauce, Quebec, via Houlton, Maine, to Moncton, New Brunswick, excluding the portion outside the United States.

Jet Route No. 511 From Cape Newenham, Alaska, NDB via Dillingham, Alaska; Anchorage, Alaska; Big Lake, Alaska; Gulkana, Alaska; to Burwash Landing, Yukon Territory, Canada, RBN, excluding the portion which lies over Canadian territory.

Jet Route No. 513 From Thunder Bay, Ontario, Canada, direct to Sudbury, Ontario, Canada, excluding the portion within Canada.

Jet Route No. 515 From Fargo, N. Dak., via Pembina, N. Dak.; to INT Pembina 356° radial and the United States/Canadian border. From Whitehorse, Yukon Territory, Canada, via Northway, Alaska; Fairbanks, Alaska; Bettles, Alaska; to Barrow, Alaska. The airspace within Canada is excluded.

Jet Route No. 516 From Great Falls, Mont., to Lethbridge, Alberta, Canada. The airspace within Canada is excluded.

Jet Route No. 517 From Boise, Idaho, via Spokane, Wash., to Cranbrook, British Columbia, Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 518 From Cleveland, Ohio, via INT of Cleveland 120° and Westminster, Md., 288° radials; to Westminster.

Jet Route No. 522 From Green Bay, Wis., via Traverse City, Mich.; Kleinburg, Ontario, Canada; Hancock, N.Y.; to Huguenot, N.Y., excluding the airspace within Canada.

Jet Route No. 523 From Seattle, Wash.; Tatoosh, Wash., to Malcomb, British Columbia, Canada. From Sandspit, British Columbia, Canada, to Annette Island, Alaska; excluding the airspace within Canada.

Jet Route No. 524 From the INT of Albany, N. Y., 343° and Montreal, Quebec, 188° radials to the INT of the Montreal 188° radial with United States/Canadian border.
PENDING AMENDMENT
Under Jet Route No. 524 "Albany, N. Y., 343°" is deleted and "Albany, N. Y., 353°" is substituted therefor.

AMENDMENTS 1/24/80 44 F. R. 68453 (Changed)

Jet Route No. 528 From Bellingham, WA., to Williams Lake, British Columbia, Canada. The airspace within Canada is excluded.

Jet Route No. 530 From Great Falls, Mont., to Swift Current, Saskatchewan, Canada. The airspace within Canada is excluded.

Jet Route No. 531 From Buffalo, N.Y., via Kleinburg, Ont., Canada; Wiarton, Ont., Canada; to Sault Ste. Marie, Mich., excluding the portion which lies over Canadian territory.

Jet Route No. 532 From Pembina, N. Dak., to the United States/Canadian Border via the Pembina to Red Lake, Ontario RBN direct radial.

Jet Route No. 533 From Duluth, Minn., to the United States/Canadian border via the Duluth to Thunder Bay, Ontario, direct radial.

Jet Route No. 534 From Bellingham, Wash., to Williams Lake, British Columbia, Canada, excluding the airspace within Canada.

Jet Route No. 536 From Sisters Island, Alaska; to Whitehorse, Yukon Territory, Canada. The airspace within Canada is excluded.

Jet Route No. 538 From the INT of the United States/Canadian border and the direct radial between Duluth, Minn., and Kenora, Ont., to Duluth.

Jet Route No. 540 From Mullan Pass, Idaho, to the INT of Mullan Pass 041° radial and the United States/ Canadian border.

J-541 From Yakutat, Alaska, to Sisters Island, Alaska.

Jet Route No. 545 From Cleveland, Ohio, to the INT of the Cleveland 024° radial and the United States/ Canadian Border.

Jet Route No. 546 From Peck, Mich., to the United States/Canadian Border via the Peck to Kleinburg, Ontario direct radial.

Jet Route No. 547 From Northbrook, Ill., via Pullman, Mich.; Flint, Mich.; Peck, Mich.; London, Ontario; Buffalo, N.Y.; Syracuse, N.Y.; INT Syracuse 094° and Albany, N.Y., 058° radials; to Kennebunk, Maine, excluding the portion which lies over Canadian territory.

Jet Route No. 548 From Pullman, Mich.; via Traverse City, Mich.; Sault Ste Marie, to the United States/ Canadian border via the Sault Ste. Marie to Timmins, Ontario, RR direct radial.

Jet Route No. 551 From Peck, Mich., to the United States/Canadian border via the Peck to Wiarton, Ontario, direct radial.

Jet Route No. 552 From Sault Ste. Marie, Mich., to United States/Canadian Border via the Sault Ste. Marie to Kapuskasing, Ontario, direct radial.

Jet Route No. 553 From Peck, Mich., to Midland, Ontario, Canada. That airspace within Canada is excluded.

Jet Route No. 554 From South Bend, Ind., via Carleton, Mich.; to Jamestown, N. Y., excluding the portion within Canada.

Jet Route No. 559 From Syracuse, N.Y., to the INT of Syracuse 005° radial and the United States/Canadian border.

Jet Route No. 560 From Plattsburgh, N.Y., to Quebec, Quebec, Canada, excluding the airspace over Canada.

Jet Route No. 561 From Presque Isle, Maine, to Mont Joli, Quebec, excluding the portion outside the United States.

Jet Route No. 563 From Albany, N.Y., via INT of Albany 008° and Sherbrooke, Quebec, Canada, 217° radials to Sherbrooke, excluding the airspace over Canada.

Jet Route No. 564 From Beauce, Quebec, Canada, via Presque Isle, Maine; Charlo, New Brunswick MDB; to Port Menier, Quebec, Canada, excluding the airspace within Canada.

Jet Route No. 566 From Massena, N.Y., to the INT of the Massena 037° radial and the United States/Canadian border.

Jet Route No. 567 From Plattsburgh, N.Y., to the INT of the Plattsburgh 334° radial and the United States/Canadian border.

Jet Route No. 570 From Albany, N. Y., to Mirabel, Quebec, excluding the portion outside the United States.

Jet Route No. 573 From Providence, R.I., via INT Providence 045° and Kennebunk, Maine, 180° radials; Kennebunk; to St. John, New Brunswick, Canada, excluding the portion within Canada.

Jet Route No. 575 From Boston, Mass., to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 581 From Kennedy, N. Y., via INT of Kennedy 042° and Putnam, Conn., 236° radials; Putnam; Kennebunk, Maine; Bangor, Maine, to the INT of the Bangor 058° radial and the United States/Canadian border.

Jet Route No. 582 From Presque Isle, Maine, to Sept Isle, Quebec, excluding the portion outside the United States.

Jet Route No. 584 From Northbrook, Ill., via INT of Northbrook 094° and Carleton, Mich., 270° radials; Carleton; Slate Run, Pa.; INT Slate Run 101° and Kennedy, N.Y., 291° radials; to Kennedy.

Jet Route No. 585 From Nantucket, Mass., to Yarmouth, N.S., Canada, excluding the portion under the jurisdiction of Canada.

Jet Route No. 586 From Carleton, Mich., via London, Ont., Canada; Stirling, Ont., Canada; Massena, N.Y.; to St. Jean, Quebec, Canada. That airspace within Canada is excluded.

Jet Route No. 587 From Kleinburg, Ontario, Canada, via Midland, Ontario, Canada, INT Midland 313° and Sault Ste. Marie, Mich., 110° radials; to Sault Ste. Marie, excluding the portion within Canada.

Jet Route No. 588 From Sault Ste. Marie, MI., via INT Sault Ste. Marie 110° and Stirling, Ontario, Canada, 297° radials; to Stirling, excluding the portion within Canada.

Jet Route No. 595 From London, Ontario via latitude 43°52'30"N., longitude 78°43'00"W.); Watertown, N.Y.; Plattsburgh, N.Y.; Bangor, Maine; to St. John, New Brunswick, Canada; excluding the portion outside the United States.

SUBPART C - Reserved

SUBPART D - AREA HIGH ROUTES

§75.400 Area high routes.

The parts of airspace described below are designated as area high routes.

Waypoint name	Location		Reference facility
J800R New York, N. Y., to Los Angeles, Calif.			
Robbinsville, N. J., VORTAC	40°12'08" N.	74°29'44" W.	Robbinsville, N. J.
RIDES	39°58'04" N.	78°04'45" W.	Philipsburg, Pa.
HORNS	40°00'43" N.	80°13'38" W.	Elwood City, Pa.
THACK	39°59'34" N.	84°01'53" W.	Rosewood, Ohio
MELOT	39°53'23"N.	87°00'54"W.	Boiler, Ind.
CHAPS	39°39'52" N.	90°35'08" W.	St. Louis, Mo.
WALCO	39°13'06" N.	94°59'28" W.	Butler, Mo.
ENTER	38°58'04" N.	96°59'46" W.	Wichita, Kans.
CEDAR	38°29'43" N.	100°10'41" W.	Garden City, Kans.
GRAND	37°59'43" N.	102°37'19" W.	Lamar, Colo.
Delhi, Colo.	37°40'03" N.	104°13'02" W.	Pueblo, Colo.
SANDY	37°19'13" N.	105°48'11" W.	Alamosa, Colo.
Flora, N. Mex.	36°46'16" N.	108°09'14" W.	Farmington, N. Mex.
CAMEL	35°58'37" N.	111°12'21" W.	Tuba City, Ariz.
FENNY	34°48'12" N.	115°00'57" W.	Parker, Calif.
MORRO	34°02'51" N.	117°14'54" W.	Oceanside, Calif.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Waypoint name	Location		Reference facility
J801R Los Angeles, Calif., to New York, N. Y.			
MESIC	35°44'20" N.	115°32'01" W.	Boulder City, Nev.
Boulder City, NV.	35°59'45" N.	114°51'46" W.	Boulder City, NV.
Paria, Ariz.	36°53'51" N.	111°55'43" W.	Bryce Canyon, Utah
MONTE	37°51'16" N.	108°33'32" W.	Farmington, N. Mex.
CABIN	38°21'36" N.	106°34'31" W.	Gunnison, Colo.
GOFEL	38°42'44" N.	105°05'24" W.	Pueblo, Colo.
DRESS	39°38'14" N.	100°23'38" W.	Hayes Center, Nebr.
RUSKI	40°08'16" N.	97°56'34" W.	Wolbach, Nebr.
GARDE	40°53'49" N.	93°30'28" W.	Des Moines, Iowa
Joliet, Ill., VORTAC	41°32'47" N.	88°19'06" W.	Joliet, Ill.
WOLVI	42°13'36" N.	83°58'14" W.	Carleton, Mich.
SPOTS	42°00'19" N.	80°56'16" W.	Carleton, Mich.
ORMBY	41°48'09" N.	78°38'27" W.	Buffalo, N. Y.
Sparta, N. J., VORTAC	41°04'03" N.	74°32'19" W.	Sparta, N. J.

Waypoint name	Location		Reference facility
J802R New York, N. Y., to Oakland, Calif.			
Robbinsville, N. J., VORTAC	40°12'08" N.	74°29'44" W.	Robbinsville, N. J.
FURNA	40°36'35" N.	78°02'40" W.	Philipsburg, Pa.
SHILO	40°57'44" N.	82°30'16" W.	Appleton, Ohio
PERRY	41°08'24"N.	87°02'53"W.	Boiler, Ind.
Bradford, Ill.	41°09'35" N.	89°35'16" W.	Iowa City, Iowa
Lincoln, Nebr.	40°55'26" N.	96°44'30" W.	Pawnee City, Nebr.
MELTO	40°39'38" N.	100°57'02" W.	Hayes Center, Nebr.
GILLY	40°16'43" N.	104°49'59" W.	Denver, Colo.
BLAND	39°53'01" N.	107°52'45" W.	Meeker, Colo.
HILLS	39°33'51" N.	109°58'03" W.	Myton, Utah
NEBOS	39°16'43" N.	111°38'27" W.	Fairfield, Utah
GRAFT	38°43'06" N.	114°32'58" W.	Wilson Creek, Nev.
Coaldale, Nev., VORTAC	38°00'12" N.	117°46'10" W.	Coaldale, Nev.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Waypoint name	Location		Reference facility
J803R Mina, Nev., to Sparta, N. J.			
Mina, Nev.	38°33'55" N.	118°01'55" W.	Coaldale, Nev.
BRISK	39°23'01" N.	114°50'10" W.	Wilson Creek, Nev.
CLARA	39°52'08" N.	112°42'38" W.	Delta, Utah
Ouray, Utah	40°22'59" N.	110°12'19" W.	Myton, Utah
MAYBE	40°45'44" N.	108°07'47" W.	Meeker, Colo.
TANKS	41°17'12" N.	104°47'30" W.	Cheyenne, Wyo.
SANDS	41°44'19" N.	101°09'59" W.	Hayes Center, Nebr.
PLUMS	42°07'05" N.	96°53'26" W.	Lincoln, Nebr.
SCALE	42°22'53" N.	90°24'00" W.	Iowa City, Iowa
Haven, Mich.	42°19'27" N.	86°17'17" W.	South Bend, Ind.
WOLVI	42°13'36" N.	83°58'14" W.	Carleton, Mich.
SPOTS	42°00'19" N.	80°56'16" W.	Carleton, Mich.
ORMBY	41°48'09" N.	78°38'27" W.	Buffalo, N. Y.
Sparta, N. J. VORTAC	41°04'03" N.	74°32'19" W.	Sparta, N. J.

Waypoint name	Location		Reference facility
J805R Gateway Hemlock, Oreg., to Woodstock, Ill.			
HEMLO	43°18'08" N.	126°40'46" W.	Newport, Oreg.
Newport, Oreg.	44°34'32" N.	124°03'34" W.	Newport, Oreg.
DAYAH	44°35'59" N.	119°26'41" W.	Pendleton, Oreg.
McCall, Idaho	44°46'02" N.	116°12'19" W.	McCall, Idaho
LIMES	44°52'56" N.	112°13'36" W.	Dubois, Idaho
BIGGS	44°52'08" N.	108°42'55" W.	Billings, Mont.
CLEAR	44°43'43" N.	106°20'12" W.	Crazy Woman, Wyo.
ASHEY	44°19'46" N.	101°52'35" W.	Dupree, S. Dak.
Sioux Falls, S. Dak.	43°38'58" N.	96°46'51" W.	Sioux Falls, S. Dak.
WILDT	42°57'17" N.	91°45'37" W.	Nodine, Minn.
STOCK	42°21'21"N.	88°24'13"W.	Badger, Wis.

Waypoint name	Location		Reference facility
J806R Robbinsville, N. J., to Gateway Hemlock			
Robbinsville, N. J.	40°12'08" N.	74°29'44" W.	Robbinsville, N. J.
FURNA	40°36'35" N.	78°02'40" W.	Philipsburg, Pa.
SHILO	40°57'44" N.	82°30'16" W.	Appleton, Ohio
Plant, Ind.	41°37'29"N.	87°15'57"W.	Boiler, Ind.
MORRI	41°55'53" N.	89°47'00" W.	Bradford, Ill.
ELBER	42°00'53" N.	92°15'40" W.	Dubuque, Iowa
KAMRA	42°25'45" N.	93°43'56" W.	Fort Dodge, Iowa
Sioux Falls, S. Dak.	43°38'58" N.	96°46'51" W.	Sioux Falls, S. Dak.
ASHEY	44°19'46" N.	101°52'35" W.	Dupree, S. Dak.
CLEAR	44°43'43" N.	106°20'12" W.	Crazy Woman, Wyo.
BIGGS	44°52'08" N.	108°42'55" W.	Billings, Mont.
LIMES	44°52'56" N.	112°13'36" W.	Dubois, Idaho
McCall, Idaho	44°46'02" N.	116°12'19" W.	McCall, Idaho
DAYAH	44°35'59" N.	119°26'41" W.	Pendleton, Oreg.
Newport, Oreg.	44°34'32" N.	124°03'34" W.	Newport, Oreg.
HEMLO	43°18'08" N.	126°40'46" W.	Newport, Oreg.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Waypoint name	Location		Reference facility
J810R South Bend, Ind., to New York, N. Y.			
KINDS	41°47'37" N.	85°00'23" W.	Fort Wayne, Ind.
MARCH	41°38'39" N.	82°31'06" W.	Cleveland, Ohio
AVAST	41°07'46" N.	77°23'00" W.	Philipsburg, Pa.
SWEET	40°48'06"N.	74°55'59"W.	Sparta, N. J.

Waypoint name	Location		Reference facility
J811R Chicago, IL., to Miami, FL.			
JUDYS	40°14'20" N.	87°22'35" W.	Indianapolis, Ind.
ELMAN	36°19'34" N.	85°50'29" W.	Nashville, Tenn.
Rome, Ga.	34°09'45"N.	85°07'10"W.	Vulcan, Ala.
MAUKS	32°29'12" N.	84°24'51" W.	Macon, Ga.
PENNY	30°07'24" N.	83°33'01" W.	Gainesville, Fla.
REPLY	26°10'36" N.	81°08'53" W.	Palm Beach, Fla.

Waypoint name	Location		Reference facility
J812R Miami, Fla., to Chicago, Ill.			
HIGHT	28°11'22" N.	80°42'24" W.	Vero Beach, Fla.
APORT	28°25'30" N.	81°55'45" W.	Ormond Beach, Fla.
ARCHI	29°34'20" N.	82°33'00" W.	Gainesville, Fla.
Alma, GA.	31°32'11" N.	82°30'30" W.	Savannah, GA.
CORNI	33°04'52"N.	83°36'18"W.	Augusta, Ga.
CANTE	34°19'29" N.	84°25'39" W.	Chattanooga, Tenn.
SHUTO	37°14'52" N.	85°21'50" W.	Knoxville, Tenn.
BORDE	38°37'12"N.	86°02'11"W.	Pocket City, Ind.
FORES	40°51'20" N.	87°11'36" W.	Fort Wayne, Ind.
Chicago Heights, IL.	41°30'36" N.	87°34'17" W.	Fort Wayne, IN.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Waypoint name	Location		Reference facility
J815R Washington, D. C., to Atlanta, Ga.			
Casanova, Va.	38°38'28" N.	77°51'57" W.	Gordonsville, Va.
COPPA	36°52'22" N.	80°35'26" W.	Greensboro, N. C.
SHINE	35°18'05" N.	83°02'00" W.	Spartanburg, S. C.
MACEY	34°19'37"N.	83°41'45"W.	Spartanburg, S. C.

Waypoint name	Location		Reference facility
J819R Boston, Mass., to Chicago, Ill.			
MERRY	42°41'31" N.	71°24'10" W.	Putnam, Conn.
SPADS	43°04'37" N.	74°41'42" W.	Hancock, N. Y.
PERIN	43°02'17" N.	78°39'07" W.	Buffalo, N. Y.
VERMI	42°37'50" N.	84°40'50" W.	Carleton, Mich.
POPPY	42°16'16" N.	87°36'28" W.	South Bend, Ind.

Waypoint name	Location		Reference facility
J820R Chicago, Ill., to Boston, Mass.			
O'Hare, IL.	41°59'16" N.	87°54'17" W.	Joliet, IL.
WOLVI	42°13'36" N.	83°58'14" W.	Carleton, Mich.
SCHOO	42°20'03" N.	80°20'13" W.	Chardon, Ohio
HAMET	42°20'40" N.	79°05'55" W.	Slate Run, Pa.
CHERI	42°40'52" N.	73°18'11" W.	Albany, N. Y.
Gardner, MA.	42°32'45" N.	72°03'31" W.	Putnam, CT.

Waypoint name	Location		Reference facility
J836R Chicago, Ill., to Cincinnati, Ohio			
JUDYS	40°14'20" N.	87°22'35" W.	Indianapolis, Ind.
OGDEN	39°09'27" N.	85°12'25" W.	Fort Wayne, Ind.

Waypoint name	Location		Reference facility
J842R Dallas-Fort Worth, Tex., to New York, N. Y.			
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.
Texarkana, AR.	33°30'50" N.	94°04'23" W.	Shreveport, LA.
SURRY	34°56'34"N.	89°57'35"W.	Walnut Ridge, Ark.
ELMAN	36°19'34" N.	85°50'29" W.	Nashville, Tenn.
WOODI	36°50'56" N.	84°02'21" W.	Knoxville, Tenn.
KIMBO	37°24'00" N.	81°27'57" W.	Charleston, W. Va.
Gordonsville, VA.	38°00'48" N.	78°09'12" W.	Richmond, VA.
Atlantic City, NJ.	39°27'21" N.	74°34'36" W.	Westminster, MD.

Waypoint name	Location		Reference facility
J843R New York, N. Y., to Dallas-Fort Worth, Tex.			
Robbinsville, NJ.	40°12'08" N.	74°29'44" W.	Robbinsville, NJ.
Westminster, MD.	39°29'42" N.	76°58'44" W.	Gordonsville, VA.
RENFO	38°24'04" N.	81°23'29" W.	Beckley, W. Va.
SHUTO	37°14'52" N.	85°21'50" W.	Knoxville, Tenn.
SADER	36°41'06"N.	87°06'56"W.	Pocket City, Ind.
BIRLE	35°27'43" N.	90°35'28" W.	Walnut Ridge, Ark.
HOREB	33°58'47" N.	94°21'05" W.	Texarkana, Ark.
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.

AMENDMENTS 11/29/79 44 F. R. 57084 (Changed)

Waypoint name	Location		Reference facility
J851R San Francisco, Calif., to Los Angeles, Calif.			
LOGAN	36°58'59" N.	121°43'26" W.	Fresno, Calif.
VIRGA	34°13'24" N.	118°49'11" W.	Los Angeles, Calif.

Waypoint name	Location		Reference facility
J853R Los Angeles, Calif., to Phoenix, Ariz.			
Seal Beach, Calif.	33°47'00" N.	118°03'14" W.	Oceanside, Calif.
KOFFA	33°30'58" N.	113°53'17" W.	Yuma, Ariz.
Phoenix, Ariz.	33°25'53" N.	111°53'17" W.	Phoenix, Ariz.

Waypoint name	Location		Reference facility
J855R Dallas, Tex., to San Francisco, Calif.			
Wichita Falls, TX.	33°59'14" N.	98°35'35" W.	Wichita Falls, TX.
CROWS	34°08'33" N.	99°45'50" W.	Wichita Falls, Tex.
Texico, NM	34°29'42" N.	102°50'21" W.	Texico, NM.
PALMA	34°54'19" N.	105°18'29" W.	Las Vegas, N. Mex.
VOLCA	35°06'22" N.	106°39'29" W.	Socorro, N. Mex.
DEFER	35°26'19" N.	109°09'39" W.	Gallup, N. Mex.
FOURR	35°41'03"N.	111°20'14"W.	Tuba City, Ariz.
Boulder City, Nev.	35°59'45" N.	114°51'46" W.	Boulder City, Nev., VORTAC
LUCKY	36°02'22" N.	115°50'08" W.	Beatty, Nev.
Modesto, CA.	37°37'39" N.	120°57'25" W.	Fresno, CA.

Waypoint name	Location		Reference facility
J861R El Paso, Tex., to Los Angeles, Calif.			
El Paso, Tex.	31°48'57" N.	106°16'52" W.	El Paso, Tex.
WYCOX	32°23'21" N.	109°50'08" W.	San Simon, Ariz.
ELOPE	32°46'04" N	111°37'04" W.	Phoenix, Ariz.
KOFFA	33°30'58" N.	113°53'17" W.	Yuma, Ariz.
BEAUT	34°05'40" N.	116°44'17" W.	Thermal, Calif.

Waypoint name	Location		Reference facility
J862R Jacksonville, Fla., to Pittsburgh, Pa.			
SIMON	30°41'20" N.	81°17'25" W.	Alma, Ga.
Columbia, SC.	33°51'26" N.	81°03'15" W.	Spartanburg, SC.
Elkins, WV.	38°54'52" N.	80°05'58" W.	Charleston, WV.
NESTO	40°11'39" N.	79°42'49" W.	Bellaire, Ohio

Waypoint name	Location		Reference facility
J863R New York, NY., to Atlanta, GA.			
Coyle, NJ.	39°49'02" N.	74°25'55" W.	Coyle, NJ.
Gordonsville, Va.	38°00'48" N.	78°09'12" W.	Richmond, Va.
Galax, Va.	36°28'30" N.	80°34'05" W.	Greensboro, N. C.
MACEY	34°19'37"N.	83°41'45"W.	Spartanburg, S. C.

Waypoint name	Location		Reference facility
J864R Chicago, Ill., to Washington, D. C.			
Peotone, IL	41°16'11" N.	87°47'28" W.	Indianapolis, IN.
TIPPY	41°06'17" N.	85°59'10" W.	Indianapolis, Ind.
Rosewood, OH.	40°17'16" N.	84°02'36" W.	Rosewood, OH.
CAMEO	39°41'31" N.	80°55'50" W.	Bellaire, Ohio
Front Royal, VA.	39°05'26" N.	78°12'02" W.	Casanova, VA.
Armel, Va,	38°56'04" N.	77°28'01" W.	Casanova, Va.

Waypoint name	Location		Reference facility
J865R Washington, D. C., to Chicago, Ill.			
Martinsburg, W. Va.	39°23'08" N.	7°°50'55" W.	Philipsburg, Pa.
BALSA	40°29'20" N.	81°04'05" W.	Appleton, Ohio
SHILO	40°57'44" N.	82°30'16" W.	Appleton, Ohio
PIANT	41°37'29" N.	87°15'57" W.	Lafayette, Ind.

Waypoint name	Location		Reference facility
J875R Atlanta, Ga., to Memphis, Tenn.			
BREME	33°39'32" N.	85°12'55" W.	Montgomery, Ala.
Vulcan, Ala.	33°40'12"N.	86°53'59"W.	Montgomery, Ala.
BANKS	34°46'20" N.	89°29'51" W.	Memphis, Tenn.

Waypoint name	Location		Reference facility
J880R Jacksonville, Fla., to Cleveland, Ohio			
KICKS	30°45'00" N.	81°44'02" W.	Savannah, Ga.
Augusta, GA.	33°32'40" N.	82°08'00" W.	Columbia, SC.
BEECH	36°05'30" N.	82°04'58" W.	Spartanburg, S. C.
Henderson, WV.	38°45'15" N.	82°01'35" W.	Charleston, WV.
RITZS	40°59'52" N.	81°44'06" W.	Bellaire, Ohio

Waypoint name	Location		Reference facility
J883R Minneapolis, Minn., to New York, N. Y.			
Minneapolis, MN.	45°08'45" N.	93°22'23" W.	Minneapolis, MN.
DENNY	44°23'25"N.	87°53'34"W.	Badger, Wis.
NIRVA	44°01'23" N.	85°45'09" W.	Pullman, Mich.
SANIL	43°32'29" N.	82°37'40" W.	Peck, Mich.
BLAKE	42°47'58" N.	78°41'50" W.	Buffalo, N. Y.
Kingston, NY.	41°39'55" N.	73°49'22" W.	Huguenot, NY.

Waypoint name	Location		Reference facility
J884R New York, N. Y., to Minneapolis, Minn.			
Huguenot, N. Y.	41°24'35" N.	74°35'31" W.	Hancock, N. Y.
GOWER	42°33'27" N.	78°48'58" W.	Buffalo, N. Y.
CARTE	43°25'49" N.	82°38'59" W.	Peck, Mich.
NIRVA	44°01'23" N.	85°45'09" W.	Pullman, Mich.
DENNY	44°23'25"N.	87°53'34"W.	Badger, Wis.
Minneapolis, Minn.	45°08'45" N.	93°22'23" W.	Minneapolis, Minn.

Waypoint name	Location		Reference facility
J886R Chicago, Ill., to REDOO			
MORRI	41°55'53" N.	89°47'00" W.	Bradford, Ill.
ELBER	42°00'53" N.	92°15'40" W.	Dubuque, Iowa
DANNY	42°13'53" N.	95°38'35" W.	Omaha, Nebr.
DRIES	42°20'04" N.	98°25'33" W.	Wolbach, Nebr.
Otsie, Nebr.	42°29'03" N.	103°28'24" W.	Scottsbluff, Nebr.
SPLIT	42°25'17" N.	108°14'00" W.	Boysen Reservoir, Wyo.
Malad City, Idaho	42°12'00" N.	112°27'02" W.	Malad City, Idaho
DELIA	42°02'01" N.	114°24'46" W.	Twin Falls, Idaho
COLES	41°40'53" N.	117°39'54" W.	Rome, Oreg.
LIKED	41°20'21" N.	120°12'09" W.	Lakeview, Oreg.
Fortuna, Calif.	40°40'17" N.	124°14'00" W.	Fortuna, Calif.
REDOO	40°38'22" N.	126°56'27" W.	Fortuna, Calif.

Waypoint name	Location		Reference facility
J887R REDOO to Chicago, Ill.			
REDOO	40°38'22" N.	126°56'27" W.	Fortuna, Calif.
Fortuna, Calif.	40°40'17" N.	124°14'00" W.	Fortuna, Calif.
LIKED	41°20'21" N.	120°12'09" W.	Lakeview, Oreg.
COLES	41°40'53" N.	117°39'54" W.	Rome, Oreg.
DELIA	42°02'01" N.	114°24'46" W.	Twin Falls, Idaho
Malad City, Idaho	42°12'00" N.	112°27'02" W.	Malad City, Idaho
SPLIT	42°25'17" N.	108°14'00" W.	Boysen Reservoir, Wyo.
Otsie, Nebr.	42°29'03" N.	103°28'24" W.	Scottsbluff, Nebr.
DRIES	42°20'04" N.	98°25'33" W.	Wolbach, Nebr.
KAMRA	42°25'45" N.	93°43'56" W.	Des Moines, Iowa
SCALE	42°22'53" N.	90°24'00" W.	Iowa City, Iowa
STOCK	42°21'21"N.	88°24'13"W.	Badger, Wis.

Waypoint Name	Location		Reference facility
J888R AMOTT-RHODE			
AMOTT	60°54'04"N.	151°17'12"W.	Anchorage, Alaska
MALOS	60°49'00"N.	155°00'00"W.	King Salmon, Alaska
MOUSY	60°44'00"N.	157°00'00"W.	Bethel, Alaska
KULIK	60°29'15"N.	161°44'30"W.	Bethel, Alaska
RHODE	60°19'10"N.	164°09'46"W.	Bethel, Alaska

PENDING AMENDMENT

Under J888R "AMOTT 60°54'04"N. 151°17'12"W." is deleted and the following is substituted therefor:

AMOTT	60°54'04"N.	151°21'11"W.	Anchorage, Alaska

AMENDMENTS 1/24/80 44 F. R. 68453 (Changed)

Waypoint name	Location		Reference facility
J889R Anchorage, Alaska, to Yakutat, Alaska			
NOWEL	60°29'01"N.	148°38'01"W.	Anchorage, Alaska
ARISE	60°00'02"N.	146°09'06"W.	Middleton Island, Alaska
KONKS	59°33'04"N.	144°00'00"W.	Middleton Island, Alaska
KILLA	58°45'00"N.	140°35'00"W.	Yakutat, Alaska

AMENDMENTS 12/28/78 43 F. R. 45345 (Added) Corr: 43 F. R. 51012

Waypoint name	Location		Reference facility
J896R Chicago, Ill., to Philadelphia, Pa.			
Peotone, IL.	41°16'11" N.	87°47'28" W.	Indianapolis, IN.
TIPPY	41°06'17" N.	85°59'10" W.	Indianapolis, Ind.
Rosewood, OH.	40°17'16" N.	84°02'36" W.	Rosewood, OH.
CONIC	40°19'10" N.	80°48'55" W.	Bellaire, Ohio
Harrisburg, PA.	40°14'29" N.	77°01'19" W.	Westminster, MD.
BUCKS	40°04'49" N.	75°43'26" W.	Westminster, Md.

Waypoint name	Location		Reference facility
J900R San Francisco, Calif., to Seattle, Wash.			
Napa Calif.	38°10'46" N.	122°22'19" W.	Ukiah, Calif.
HILLY	40°05'58" N.	122°21'35" W.	Redbluff, Calif.
Hyatt, Oreg.	42°27'23" N.	122°20'36" W.	Medford, Oreg.
YACHT	45°44'50" N.	122°19'12" W.	Portland, Oregon
SUMMA	47°11'08" N.	122°18'30" W.	Portland, Oregon

Waypoint name	Location		Reference facility
J903R Los Angeles, Calif., to Tucson, Ariz.			
Seal Beach, CA.	33°47'00" N.	118°03'14" W.	Oceanside, CA.
KOFFA	33°30'58" N.	113°53'17" W.	Yuma, Ariz.
Tucson, Ariz.	32°07'21" N.	110°49'12" W.	Tucson, Ariz.

Waypoint name	Location		Reference facility
J906R Los Angeles, Calif., to Ogden, Utah			
Los Angeles, Calif.	33°55'59" N.	118°25'52" W.	Palmdale, Calif.
Hector, Calif.	34°47'49" N.	116°27'43" W.	Boulder City, Nev.
MESIC	35°44'20" N.	115°32'01" W.	Boulder City, Nev.
ADAPT	37°40'22" N.	113°31'53" W.	Wilson Creek, Nev.
FOOLS	39°38'15" N.	112°18'42" W.	Delta, Utah
Ogden, Utah	41°13'27" N.	112°05'51" W.	Malad City, Mont.

Waypoint name	Location		Reference facility
J907R Hobby, Tex., to Los Angeles, Calif.			
Humble, Tex.	29°57'24" N.	95°20'44" W.	Hobby, Tex.
Austin, TX.	30°17'51" N.	97°42'11" W.	San Antonio, TX.
Junction, Tex.	30°35'52" N.	99°49'02" W.	San Angelo, Tex.
Fort Stockton, Tex.	30°57'07" N.	102°58'31" W.	Wink, Tex.
TOYAH	31°31'23" N.	104°03'00" W.	Wink, Tex.
ORGAN	32°14'48" N.	106°52'20" W.	Truth or Consequences, N. Mex.
WYCOX	32°23'21" N.	109°50'08" W.	San Simon, Ariz.
ELOPE	32°46'04" N.	111°37'04" W.	Phoenix, Ariz.
BRENT	33°43'58" N.	113°47'00" W.	Yuma, Ariz.
BEAUT	34°05'40" N.	116°44'17" W.	Thermal, Calif.

Waypoint name	Location		Reference facility
J912R Dallas-Fort Worth, Tex., to Chicago, Ill.			
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.
STICK	35°06'27" N.	95°07'27" W.	Tulsa, Okla.
Springfield, Mo.	37°21'21" N.	93°20'02" W.	Butler, Mo.
PEONY	40°40'07" N.	89°41'28" W.	Capital, Ill.
Joliet, Ill.	41°32'47" N.	88°19'06" W.	Joliet, Ill.
WRENS	41°48'38" N.	88°16'07" W.	Joliet, Ill.

Waypoint name	Location		Reference facility
J914R Dallas-Fort Worth, Tex., to New Orleans, La.			
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.
TENNA	31°52'49" N.	94°14'33" W.	Shreveport, La.
Alexandria, La.	31°15'23" N.	92°30'02" W.	Alexandria, La.
New Orleans, La.	30°01'47" N.	90°10'20" W.	New Orleans, La.

Waypoint name	Location		Reference facility
J917R San Francisco, Calif., to Phoenix, Ariz.			
LOGAN	36°58'59" N.	121°43'26" W.	Fresno, Calif.
EASTA	36°45'17" N.	119°49'48" W.	Fresno, Calif.
WILDY	36°19'37" N.	116°51'41" W.	Beatty, Nev.
Boulder City, Nev.	35°59'45" N.	114°51'46" W.	Boulder City, Nev.
SYCMO	34°37'25" N.	112°55'26" W.	Needles, Calif.
Phoenix, Ariz.	33°25'53" N.	111°53'17" W.	Phoenix, Ariz.

Waypoint name	Location		Reference facility
J918R Hobby, Tex., to New Orleans, La.			
Humble, Tex.	29°57'24" N.	95°20'44" W.	Hobby, Tex.
GUEST	30°01'21" N.	92°28'52" W.	Alexandria, La.
New Orleans, LA.	30°01'47" N.	90°10'20" W.	New Orleans, LA.

Waypoint name	Location		Reference facility
J919R El Paso, Tex., to San Antonio, Tex.			
El Paso, Tex.	31°48'57" N.	106°16'53" W.	El Paso, Tex.
Fort Stockton, Tex.	30°57'07" N.	102°58'31" W.	Wink, Tex.
TELIA	30°06'45" N.	100°00'31" W.	Junction, Tex.
San Antonio, Tex.	29°38'38" N.	98°27'40" W.	Austin, Tex.

Waypoint name	Location		Reference facility
J920R Great Falls, Mont., to Salt Lake City, Utah			
KRUMS	49°00'00" N.	109°27'26" W.	Lewistown, Mont.
MILLE	47°02'01" N.	111°24'11" W.	Lewistown, Mont.
JEFFE	45°11'50" N.	111°38'35" W.	Dillon, Mont.
CHESS	44°03'49" N.	111°46'44" W.	Dubois, Idaho
Ogden, Utah	41°13'27" N.	112°05'51" W.	Malad City, Idaho

Waypoint name	Location		Reference facility
J924R Los Angeles, Calif., to Seattle, Wash.			
Avenal, CA.	35°38'49" N.	119°58'40" W.	Fresno, CA.
WASHY	39°25'23" N.	120°39'06" W.	Reno, Nev.
QUART	42°24'45" N.	121°14'23" W.	Lakeview, Oreg.
SUMMA	47°11'08" N.	122°18'30" W.	Portland, Oreg.

Waypoint name	Location		Reference facility
J929R Atlanta, Ga., to Hobby, Tex.			
BREME	33°39'32" N.	85°12'55" W.	Montgomery, Ala.
Meridian, MS.	32°22'42" N.	88°48'15" W.	Jackson, MS.
BURKE	30°43'25" N.	93°24'11" W.	Lake Charles, La.
Humble, Tex.	29°57'24" N.	95°20'44" W.	Hobby, Tex.

Waypoint name	Location		Reference facility
J932R New Orleans, LA., to Memphis, TN.			
New Orleans, LA.	30°01'47" N.	90°10'20" W.	New Orleans, LA.
Jackson, MS.	32°30'26" N.	90°10'03" W.	Meridian, MS.
SURRY	34°56'34"N.	89°57'35"W.	Walnut Ridge, Ark.

Waypoint name	Location		Reference facility
J933R Dallas, Tex., to Los Angeles, Calif.			
Wichita Falls, TX.	33°59'14" N.	98°35'35" W.	Wichita Falls, TX.
CROWS	34°08'33" N.	99°45'50" W.	Wichita Falls, Tex.
Texico, N. Mex.	34°29'42" N.	103°50'21" W.	Texico, N. Mex.
VAULT	34°37'10" N.	105°12'02" W.	Las Vegas, N. Mex.
TERRA	34°43'28" N.	109°08'57" W.	Gallup, N. Mex.
MANIA	34°48'42" N.	110°48'56" W.	Gallup, N. Mex.
DRAKE	34°56'54" N.	112°32'15" W.	Prescott, Ariz.
CHUBS	34°32'20" N.	114°48'08" W.	Parker, Calif.
MORRO	34°02'51" N.	117°14'54" W.	Oceanside, Calif.

Waypoint name	Location		Reference facility
J934R Dallas-Fort Worth, Tex., to Atlanta, Ga.			
Dallas-Fort Worth, Tex.	32°51'57"N.	97°01'40" W	Dallas-Fort Worth, Tex.
Texarkana, AR.	33°30'50" N.	94°04'23" W.	Shreveport, LA.
MONEY	33°31'12" N.	90°08'54" W.	Jackson, Miss.
Bigbee, Miss.	33°29'07"N.	88°30'49"W.	Jackson, Miss.
Vulcan, Ala.	33°40'12"N.	86°53'59"W.	Montgomery, Ala.
Rome. Ga.	34°09'45"N.	85°07'10"W.	Vulcan, Ala.

Waypoint name	Location		Reference facility
J937R ALCOA to Chicago, Ill.			
ALCOA	37°50'00"N.	125°50'00"W.	Ukiah, Calif.
SAWED	38°37'27" N.	123°04'28" W.	Ukiah, Calif.
Reno, NV.	39°31'53" N.	119°39'18" W.	Reno, NV.
TENBO	40°06'20" N.	116°46'26" W.	Battle Mountain, Nev.
Bonneville, UT.	40°43'34" N.	113°45'24" W.	Bonneville, UT.
WOODS	40°58'05" N.	112°06'09" W.	Malad City, Idaho
QUEEN	41°25'15" N.	108°58'31" W.	Rock Springs, Wyo.
SLATE	41°53'12" N.	104°53'16" W.	Cheyenne, Wyo.
Berea, NE.	42°02'38" N.	103°07'04" W.	Sidney, NE.
DRIES	42°20'04" N.	98°25'33" W.	Wolbach, Nebr.
KAMRA	42°25'45" N.	93°43'56" W.	Fort Dodge, Iowa
SCALE	42°22'53" N.	90°24'00" W.	Iowa City, Iowa
STOCK	42°21'21"N.	88°24'13"W.	Badger, Wis.

Waypoint name	Location		Reference facility
J938R Chicago, Ill., to BEBOP			
MORRI	41°55'53" N.	89°47'00" W.	Bradford, Ill
ELBER	42°00'53" N.	92°15'40" W.	Dubuque, Iowa
UTERO	42°02'05" N.	95°44'37" W.	Omaha, Nebr.
CUMIN	41°59'41" N.	98°22'59" W.	Wolbach, Nebr.
ANGLO	41°47'19" N.	103°03'32" W.	Sidney, Nebr.
BORAX	41°39'48" N.	104°50'04" W.	Cheyenne, Wyo.
VERON	41°16'13" N.	108°57'02" W.	Rock Springs, Wyo.
MAGNA	40°52'19" N.	112°05'03" W.	Fairfield, Utah
ARIES	40°37'37" N.	113°43'47" W.	Bonneville, Utah
TENBO	40°06'20" N.	116°46'26" W.	Battle Mountain, Nev.
Reno, NV.	39°31'53" N.	119°39'18" W.	Reno, NV.
Napa, Calif.	38°10'46" N.	122°22'19" W.	Ukiah, Calif.
PALIS	37°36'00" N.	123°30'00" W.	Ukiah, Calif.
BEBOP	37°00'00"N.	125°00'00"W.	Oakland, Calif.

Waypoint name	Location		Reference facility
J939R Chicago, Ill., to Seattle, Wash.			
MORRI	41°55'53" N.	89°47'00" W.	Bradford, Ill.
ELBER	42°00'53" N.	92°15'40" W.	Dubuque, Iowa
COREY	42°58'37" N.	93°54'48" W.	Fort Dodge, Iowa
HEIDY	44°07'06" N.	96°00'04" W.	Sioux Falls, S. Dak.
TURTS	44°45'05" N.	98°39'52" W.	Aberdeen, S. Dak.
REVAS	45°39'50" N.	103°12'58" W.	Dickinson, N. Dak.
Klein, Mont.	46°27'51" N.	108°26'58" W.	Billings, Mont.
HOLTE	46°51'21" N.	111°54'03" W.	Helena, Mont.
Avery, Idaho	47°10'05" N.	115°41'12" W.	Mullan Pass, Idaho
Amber, Wash.	47°17'02" N.	117°39'24" W.	Spokane, Wash.
Seattle, Wash.	47°26'08" N.	122°18'30" W.	Seattle, Wash.

Waypoint name	Location		Reference facility
940R Seattle, Wash., to Chicago, Ill.			
Seattle, WA.	47°26'08" N.	122°18'30" W.	Seattle, WA.
Amber, WA.	47°17'02" N.	117°39'24" W.	Spokane, WA.
Avery, ID.	47°10'05" N.	115°41'12" W.	Mullan Pass, ID.
HOLTE	46°51'21" N.	111°54'03" W.	Helena, Mont.
Klein, MT.	46°27'51" N.	108°26'58" W.	Billings, MT.
REVAS	45°39'50" N.	103°12'58" W.	Dickinson, N. Dak.
TURTS	44°45'05" N.	98°39'52" W.	Aberdeen, S. Dak.
HEIDY	44°07'06" N.	96°00'04" W.	Sioux Falls, S. Dak.
MRATO	43°27'29" N.	93°09'59" W.	Mason City, Iowa
STOCK	42°21'21"N.	88°24'13"W.	Badger, Wis.

Waypoint name	Location		Reference facility
J941R Dallas-Fort Worth, Tex., to Las Vegas, Nev.			
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.
Bridgeport, TX.	33°14'16" N.	97°45'58" W.	Ardmore, OK.
CROWS	34°08'33" N.	99°45'50" W.	Wichita Falls, Tex.
Texico, NM.	34°29'42" N.	102°50'21" W.	Texico, NM.
PALMA	34°54'19" N.	105°18'29" W.	Las Vegas, N. Mex.
VOLCA	35°06'22" N.	106°39'29" W.	Socorro, N. Mex.
DEFER	35°26'19" N.	109°09'39" W.	Gallup, N. Mex.
FOURR	35°41'03"N.	111°20'14"W.	Tuba City, Ariz.
Boulder City, NV.	35°59'45" N.	114°51'46" W.	Boulder City, NV.

Waypoint name	Location		Reference facility
J945R CAMEL to DINTY			
CAMEL	35°58'37" N.	111°12'21" W.	Tuba City, Ariz.
DODIE	35°21'49" N.	114°38'38" W.	Needles, Calif.
Palmdale, Calif.	34°37'53" N.	118°03'47" W.	Palmdale, Calif.
Santa Barbara, Calif.	34°30'35" N.	119°46'12" W.	Santa Barbara, Calif.
DINTY	33°29'00"N.	122°35'00"W.	Santa Barbara, Calif.

Waypoint name	Location		Reference facility
J948R New Orleans, La., to Oklahoma City, Okla.			
KENNA	29°59'05" N.	90°15'04" W.	New Orleans, La.
MONZA	30°30'42" N.	90°47'09" W.	New Orleans, La.
DIXIE	32°43'53" N.	93°50'55" W.	Shreveport, La.
DIBBS	35°10'02" N.	97°31'55" W.	Oklahoma City, Okla.

Waypoint name	Location		Reference facility
J949R Oklahoma City, Okla., to Houston, Tex.			
KAYES	35°16'32" N.	97°46'21" W.	Oklahoma City, Okla.
Dallas-Fort Worth, Tex.	32°51'57" N.	97°01'40" W.	Dallas-Fort Worth, Tex.
Navasota, Tex.	30°17'20" N.	96°03'30" W.	Humble, Tex.

Waypoint name	Location		Reference facility
J952R New York, N. Y., to Hobby, Tex.			
Coyle, NJ.	39°49'02" N.	74°25'55" W.	Coyle, NJ.
Gordonsville, VA.	38°00'48" N.	78°09'12" W.	Richmond, VA.
COPPA	36°52'22" N.	80°35'26" W.	Greensboro, N. C.
BEECH	36°05'30" N.	82°04'58" W.	Spartanburg, S. C.
TRION	34°27'25" N.	85°14'12" W.	Atlanta, Ga.
IRONY	33°19'28" N.	87°13'18" W.	Montgomery, Ala.
Meridian, MS.	32°22'42" N.	88°48'15" W.	Jackson, MS.
BURKE	30°43'25" N.	93°24'11" W.	Lake Charles, La.
Humble, Tex.	29°57'24" N.	95°20'44" W.	Hobby, Tex.

Waypoint name	Location		Reference facility
J953R New Orleans, La., to New York, N. Y.			
New Orleans, LA.	30°01'47" N.	90°10'20" W.	New Orleans, LA.
Monroeville, AL.	31°27'37" N.	87°21'10" W.	Montgomery, AL.
Montgomery, AL.	32°13'20" N.	86°19'11" W.	Montgomery, AL.
STONE	33°39'00" N.	84°01'00" W.	Macon, Ga.
GRAMS	34°57'15" N.	82°06'05" W.	Columbia, S. C.
SEMOL	36°31'24" N.	79°25'48" W.	Raleigh-Durham, N. C.
Atlantic City, NJ.	39°27'21" N.	74°34'36" W.	Westminster, MD.

Waypoint name	Location		Reference facility
J957R Jacksonville, FL., to Washington, D. C.			
SIMON	30°41'20" N.	81°17'25" W.	Alma, Ga.
BAGGY	32°36'40" N.	80°27'00" W.	Charleston, S. C.
Florence, SC.	34°13'58" N.	79°39'26" W.	Florence, SC.
Richmond, VA.	37°30'08" N.	77°19'14" W.	Flat Rock, VA.
MARBY	38°30'12" N.	77°07'07" W.	Flat Rock, Va.

Waypoint name	Location		Reference facility
J958R Washington, DC., to Jacksonville, FL.			
Brooke, VA.	38°20'10" N.	77°21'11" W.	Richmond, VA.
Flat Rock, Va.	37°31'42" N.	77°49'43" W.	Richmond, Va.
SOCHE	34°37'30" N.	79°45'00" W.	Florence, S. C.
RITES	32°47'00" N.	80°37'30" W.	Charleston, S. C.
CHEST	30°52'25" N.	81°28'52" W.	Jacksonville, Fla.

Waypoint name	Location		Reference facility
J959R Miami, Fla., to Detroit, Mich.			
ANDRE	26°09'43"N.	80°17'36" W.	Vero Beach, Fla.
PONTE	30°12'23" N.	81°21'39" W.	Jacksonville, Fla.
Augusta, GA.	33°32'40" N.	82°08'00" W.	Columbia, SC.
RADER	36°06'51" N.	82°59'07" W.	Knoxville, Tenn.
MINER	38°42'28" N.	83°54'20" W.	Louisville, Ky.
Dayton, OH.	40°00'59" N.	84°23'49" W.	Fort Wayne, IN.
Milan, MI.	42°03'05" N.	83°44'55" W.	Fort Wayne, IN.

Waypoint name	Location		Reference facility
J961R DINTY to PARIA			
DINTY	33°29'00"N.	122°35'00"W.	Santa Barbara, Calif.
Santa Barbara, Calif.	34°30'35" N.	119°46'12" W.	Santa Barbara, Calif.
Palmdale, Calif.	34°37'53" N.	118°03'47" W.	Palmdale, Calif.
RABBI	34°44'09" N.	117°08'00" W.	Hector, Calif.
SANUP	36°08'19" N.	113°51'29" W.	Peach Springs, Ariz.
PARIA	36°53'51" N.	111°55'43" W.	Bryce Canyon, Utah

Waypoint name	Location		Reference facility
J964R Coaldale, Nev., to BEBOP			
Coaldale, NV.	38°00'12" N.	117°46'10" W.	Coaldale, NV.
BUCKO	37°40'09" N.	119°59'55" W.	Fresno, Calif.
MERLE	37°20'54" N.	122°50'36" W.	Oakland, Calif.
BEBOP	37°00'00"N.	125°00'00"W.	Oakland, Calif.

Waypoint name	Location		Reference facility
J966R ALCOA to Mina, Nev.			
ALCOA	37°50'00"N.	125°50'00"W.	Ukiah, Calif.
PALIS	37°36'00" N.	123°30'00" W.	Ukiah, Calif.
MAYAN	38°00'02" N.	121°25'14" W.	Sacramento, Calif.
Mina, Nev.	38°33'55" N.	118°01'55" W.	Coaldale, Nev.

Waypoint name	Location		Reference facility
J967R CLUKK to Mina, Nev.			
CLUKK	36°05'00"N.	124°50'00"W.	Oakland, Calif.
MERLE	37°20'54" N.	122°50'36" W.	Oakland, Calif.
STANI	37°46'30" N.	120°51'48" W.	Linden, Calif.
Mina, Nev.	38°33'55" N.	118°01'55" W.	Coaldale, Nev.

Waypoint name	Location		Reference facility
J974R Washington, D. C., to Los Angeles, Calif.			
Front Royal, Va.	39°05'26" N.	078°12'02" W.	Casanova, Va.
Henderson, W. Va.	38°45'15" N.	082°01'35" W.	Charleston, W. Va.
MINER	38°42'28" N.	083°54'20" W.	Louisville, Ky.
MARIN	38°43'46" N.	089°51'54" W.	Capital, Ill.
HAWKS	38°42'35" N.	090°55'59" W.	Farmington, Mo.
TIGHT	38°21'43" N.	093°34'00" W.	Springfield, Mo.
Wichita, Kans.	37°43'40" N.	097°27'11" W.	Pioneer, Okla.
IARCH	37°10'36" N.	100°29'46" W.	Garden City, Kans.
SOFIA	36°25'38" N.	104°01'41" W.	Tucumcari, N. Mex.
SPRIN	36°15'07" N.	104°46'52" W.	Las Vegas, N. Mex.
DEFER	35°26'19" N.	109°09'39" W.	Gallup, N. Mex.
DRAKE	34°56'54" N.	112°32'15" W.	Prescott, Ariz.
CHUBS	34°32'20" N.	114°48'08" W.	Parker, Calif.
MORRO	34°02'51" N.	117°14'54" W.	Oceanside, Calif.

Waypoint name	Location		Reference facility
J976R Seattle, Wash., to Minneapolis, Minn.			
BOTHS	47°43'56" N.	122°05'03" W.	Seattle, Wash.
COULE	47°39'42" N.	119°24'00" W.	Ephrata, Wash.
Mullan Pass, ID.	47°27'25" N.	115°38'42" W.	Mullan Pass, ID.
EDENS	47°21'50" N.	111°25'15" W.	Great Falls, Mont.
MOULT	47°16'24" N.	109°34'42" W.	Lewiston, Mont.
BROCK	46°59'51" N.	105°50'24" W.	Miles City, Mont.
IARKS	46°29'51" N.	101°20'11" W.	Dupree, S. Dak.
Oakes, ND.	46°01'58" N.	98°09'59" W.	Aberdeen, SD.
Minneapolis, MN.	45°08'45" N.	93°22'23" W.	Minneapolis, MN.

Waypoint name	Location		Reference facility
J981R Los Angeles, Calif., to Washington, D. C.			
Parker, Calif.	34°06'07" N.	114°40'53" W.	Needles, Calif.
Prescott, Ariz.	34°42'09" N.	112°28'46" W.	Phoenix, Ariz.
WELLS	35°13'59" N.	108°47'53" W	St. Johns, Ariz.
MORAS	35°52'40" N.	105°18'54" W.	Las Vegas, N. Mex.
CANAS	36°21'15" N.	101°48'33" W.	Amarillo, Tex.
TANGY	36°32'14" N.	099°56'38" W.	Kingfisher, Okla.
IRWIN	37°30'10" N.	094°18'35" W.	Butler, Mo.
SPROT	37°56'21" N.	090°16'20" W.	Farmington, Mo.
CANTO	38°16'02" N.	085°35'26" W.	Louisville, Ky.
RENFO	38°24'04" N.	081°23'29" W.	Beckley, W. Va.
Diana, W. Va.	38°29'44" N.	080°11'01" W.	Beckley, W. Va.

Waypoint name	Location		Reference facility
J983R Miami, FL., to New Orleans, LA.			
HIGHT	26°11'22" N.	80°42'24" W.	Vero Beach, Fla.
Sarasota, FL.	27°23'51" N.	82°33'16" W.	Sarasota, FL.
NEPTA	28°36'40" N.	87°38'36" W.	Crestview, Fla.
New Orleans, LA.	30°01'47" N.	90°10'20" W.	New Orleans, LA.

Waypoint name	Location		Reference facility
J984R Hobby, Tex., to Miami, Fla.			
Humble, Tex.	29°57'24" N.	95°20'44" W.	Hobby, Tex.
Leeville, LA.	29°10'30" N.	90°06'14" W.	Leeville, LA.
NEPTA	28°36'40" N.	87°38'36" W.	Crestview, Fla.
Sarasota, FL.	27°23'51" N.	82°33'16" W.	Sarasota, FL.
REPLY	26°10'36" N.	81°06'53" W.	Palm Beach, Fla.

Waypoint name	Location		Reference facility
J985R San Antonio, TX., to Phoenix, AZ.			
San Antonio, TX.	29°38'38" N.	98°27'40" W.	Austin, TX.
TELIA	30°06'45" N.	100°00'31" W.	Junction, Tex.
Fort Stockton, TX.	30°57'07" N.	102°58'31" W.	Wink, TX.
TOYAH	31°31'23" N.	104°03'00" W.	Wink, Tex.
ORGAN	32°14'48" N.	106°52'20" W.	Truth or Consequences, N. Mex.
SHELL	32°47'55" N.	109°05'10" W.	San Simon, Ariz.
Phoenix, AZ.	33°25'53" N.	111°53'17" W.	Phoenix, AZ.

Waypoint name	Location		Reference facility
J990R Phoenix, AZ., to Bridgeport, TX.			
Phoenix, AZ.	33°25'53" N.	111°53'17" W.	Phoenix, AZ.
MULEY	33°21'55" N.	109°11'49" W.	St. Johns, Ariz.
Truth or Consequences, NM.	33°16'57" N.	107°16'48" W.	Socorro, NM.
Roswell, NM.	33°20'15" N.	104°37'15" W.	Roswell, NM.
PLAIN	33°20'52" N.	102°50'29" W.	Texico, N. Mex.
ROCKS	33°18'28" N.	99°50'01" W.	Abilene, Tex.
Bridgeport, TX.	33°14'16" N.	97°45'58" W.	Ardmore, OK.

Waypoint name	Location		Reference facility
J993R John F. Kennedy Airport, N. Y., to Miami, Fla.			
BOUND	38°06'45" N.	75°26'05" W.	Richmond, Va.
RESCO	36°47'30" N.	76°25'30" W.	Richmond, Va.
SURFY	34°06'00" N.	78°00'00" W.	Raleigh-Durham, N. C.
AZANA	32°23'32" N.	78°14'57" W.	Charleston, S. C.
GAUGE	30°25'29" N.	78°33'57" W.	Ormond Beach, Fla.
SAILS	30°00'00" N.	78°38'00" W.	Ormond Beach, Fla.
TARPO	28°00'00" N.	79°30'00" W.	Vero Beach, Fla.
PINKS	26°17'31" N.	79°54'49" W.	Palm Beach, Fla.

Waypoint name	Location		Reference facility
J994R John F. Kennedy Airport, N. Y., to Orlando, Fla.			
BOUND	38°06'45" N.	75°26'05" W.	Richmond, Va.
RESCO	36°47'30" N.	76°25'30" W.	Richmond, Va.
CLARK	34°26'30" N.	78°57'30" W.	Raleigh-Durham, N. C.
RITES	32°47'00" N.	80°37'30" W.	Charleston, S. C.
CHEST	30°52'25" N.	81°28'52" W.	Jacksonville, Fla.
Jacksonville, Fla.	30°27'00" N.	81°33'52" W.	Jacksonville, Fla.
Orlando, Fla.	28°32'33" N.	81°20'07" W.	Orlando, Fla.

Waypoint name	Location		Reference facility
J995R Dulles International Airport, Va., to Miami, Fla.			
Casanova, Va.	38°38'28" N.	77°51'57" W.	Gordonsville, Va.
Flat Rock, Va.	37°31'42" N.	77°49'43" W.	Richmond, Va.
SURFY	34°06'00" N.	78°00'00" W.	Raleigh-Durham, N. C.
AZANA	32°23'32" N.	78°14'57" W.	Charleston, S. C.
GAUGE	30°25'29" N.	78°33'57" W.	Ormond Beach, Fla.
SAILS	30°00'00" N.	78°38'00" W.	Ormond Beach, Fla.
HALBI	26°41'00" N.	79°08'05" W.	Vero Beach, Fla.
BONDI	26°03'28" N.	79°46'14" W.	Palm Beach, Fla.

Waypoint name	Location		Reference facility
J996R Cape Newenham-Amott			
Cape Newenham	58°39'24"N.	162°04'25"W.	King Salmon, Alaska
NERKA	59°26'00"N.	158°55'00"W.	King Salmon, Alaska
CARBU	60°15'30"N.	154°58'00"W.	King Salmon, Alaska
AMOTT	60°54'04"N.	151°17'12"W.	Anchorage, Alaska
PENDING AMENDMENT			
Under J996R "AMOTT 60°54'04"N. 151°17'12"W." is deleted and the following is substituted therefor:			
AMOTT	60°54'04"N.	151°21'11"W.	Anchorage, Alaska

AMENDMENTS 1/24/80 44 F. R. 68453 (Changed)

Waypoint name	Location		Reference facility
J997R Anchorage, Alaska, to Annette Island, Alaska			
NOWEL	60°29'01"N.	148°38'01"W.	Anchorage, Alaska
TONTS	59°51'06"N.	146°18'00"W.	Middleton Island, Alaska
DUNKS	57°58'07"N.	140°14'00"W.	Yakutat, Alaska
HOLLI	56°40'00"N.	137°00'00"W.	Biorka Island, Alaska
MOCHA	54°29'05"N.	133°00'02"W.	Annette Island, Alaska

AMENDMENTS 12/28/78 43 F. R. 45345 (Added)

[FR Doc. 79-39238 Filed 12-31-79; 8:45 am]
BILLING CODE 4910-13-C